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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppe, Wm. E., grain, hay, flour, produce.

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Fahey & Co., John T., grain receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
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Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.*

BEAUMONT, TEX.

Archer Brokerage Co., grain brokers.

BLOOMINGTON, ILL.

Slack, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

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Jaquith, Parker, Smith & Co., wheat barley milo.*

BUFFALO, N. Y.

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Burns Grain Co., grain commission.*
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Elsworth Co., Inc., brokerage commission.*
Electric Grain Elev. Co., consignments.*
Gee-Lewis Grain Co., grain consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
McConnell Grain Corp., commission merchants.*
Kennedy & Co., Chas., wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., grain merchants.
Urmon Grain Co., grain commission.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Halliday Elevtr. Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.*

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Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commiss'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commission mchts.*
Bridge & Leonard, commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
Mayer Holbrook & Co., grain commission.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Requa Bros., wheat a specialty.*
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., grain merchants.*
Rothchild Co., D., receivers and shippers.*
Rothschild Co., Moses, receivers and shippers.
Rumsey & Company, grain commission.*

CHICAGO (Continued).

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Schiffin & Co., F. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Udike Grain Co., consignments.*
Ware & Leland, grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

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Blumenthal, Max, grain, feed, hay and straw.*
Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*

CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevtr. Co., The, recvrs. & shprs.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs., hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills, The, wheat, corn, oats.*
Gallagher Grain Co., grain merchants.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
PHELPS Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grn. & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.
Warwick Grain Co., consignments.

DES MOINES, IOWA.

Anderson Co., D. L., grain merchants.*
Bartz & Co., W. H., grain merchants.*
Iowa Grain Co., receivers & shippers.*
Lockwood, Lee, grain, millfeed broker.
Marshall-Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay congmts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whise, grain, hay and mill pdts.*
Koehler-Twiddle Elevator Co., grain dealers.*

HOUSTON, TEX.

Beatty-Archer Co., grain brokers.*
Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KANS.

Farmers Co-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Hansam-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hutchinson Grain Co., grain merchants.
Kelly Mig. Co., Wm., millers of hard wheat.
McClure Grain Co., J. B., buyers and sellers.*
Pettit Grain Co., L. H., grain merchants.
Reno Flour Mills Co., millers and grain dealers.

HUTCHINSON, KANS. (Continued).

Rock Milling & Elev. Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
The Security Ele. Co., rcvrs. shprs. milo, kafir.
Union Grain Co., grain merchants.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Cleveland Grain Co., grain commission.
Evans Grain Co., W. R., comsn. and brokerage.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill, Lew., strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.
Menzie Grain & Bkg. Co., Carl D., grain comsn.*
Merchants Hay & Grain Co., hay, grain, mill feed.*
Minor & Son, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Sawyers Grain Co., consignments.*
Urmon Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Bartlett & Co., J. B., feed, grain, salvage.*
Stockbridge Elevtr., trk. buyers, sellers, gr. & sds.
Wagner-White Co., trk. buyers-sellers, grain-feed.

KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst-Davis Grain Co., commission.*
Federal Grain Co., receivers, shippers.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkener, recvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.*
Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.
Mensendack Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Nellis-Witter Grain & Mig. Co., grain & feed.*
Norris Grain Co., grain merchants and exporters.
Orthwein Matchette Co., congmts., buying orders.*
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Secular-Bishop Grain Co., consignments.*
Shannon Grain Co., consignments.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twiddle-Wright Grain Co., consignments-futures.*
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., shippers (a specialty).*

KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.*
Levy & Co., R. T., mdse. and grain broker.
Security Mills & Feed Co., flour and feed.*
Smith & Co., J. Allen, flour, meal, feed.*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

Olty Feed Co., The, whlal. hay, grain & feeds.

LITTLE ROCK, ARK.

Board of Trade Members.

Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.*
Munn-Burrow Brokerage Co., grain, hay, millfeed.*
George Niemeyer Grain Co., grain, hay and feed.*

LIMA, O.

Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs. shprs. grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Kentucky Public Elevtr. Co., storers & shippers.*
Schuff & Co., A. C., specialty wh. mig. corn, wh.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, commission merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Franklin Grain Co., feeds, grain, hay.*
Godfrey-Blanchard Co., grain receivers.*
Kamm Company, P. C., barley and rye.*
Quinn Shepherdson Co., receivers & shippers.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elevtr. Co., grain receivers and shippers.*
Taylor & Bournique Co., grain merchants.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.*
Benson, Staback Co., grain commission.*
Cargill Commission Co., grain commission.*
Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.*
Dairymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.*
Getchell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain receivers-shippers.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Quinn-Shepherdson Co., receivers and shippers.*
Scroggins Grain Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats & screenings.*
Wernli-Anderson Co., grain commission, screenings.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley and oats my specialty.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.*

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwarders.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.*
Brainard Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Schwartz & Co., B. F., commission merchants.*
Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

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Cosart Grain Co., C. B., grain merchants.*
Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Grain Co., grain merchants.*
Maney Export Co., grain merchants.*
Marshall-Jacobson Grain Co., grain, feed, seeds.*
Mid-West Grain Co., grain merchants.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.*
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*

OMAHA, NEBR.

Grain Exchange Members.

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Beal Commission Co., consignments a specialty.*
Butler Welsh Grain Co., grain merchants.*
Cope & Kearney, grain commission.*
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Dawson Grain Co., grain merchants.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers and commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., receivers and shippers.*
Nye Schneider Fowler Grain Co., consignments.*
Roberts Grain Co., Geo. A., grain merchants.*
Rothschild Grain Co., corn and oats.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.*
Uplike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

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Board of Trade Members.

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Bowman & Co., Geo. L., grain commission.*
Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., receivers and shippers.*
Conover Grain Co., E. B., grain commission.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McPadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Slick, L. E., consignments solicited.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Co., commission merchants.*
Warren Commission Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.*
Taylor & Bournique Co., grain merchants.*
Young & Co., S. H., wheat, corn, oats.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geldel & Leubin, grain and hay.*
Hardman & Heck, grain, hay, millfeed.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Taylor & Bournique Co., grain merchants.*
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.*

PORTLAND, ORE.

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Globe Grain & Mfg. Co., grain, hay and feed.*
Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Stephens-Smith Grain Co., grain and bag dealers.*
Tri-State Terminal Co., general grain and bags.*

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McClelland Met'l I. & R. Co., grain, hay and feed.*

RICHMOND, VA.

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Beveridge & Co., S. T., grain, hay, feeds, seeds.*

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.*

SEATTLE, WASH.

Albers Bros. Mfg. Co., millers and exporters.*
Lilly Co., The Chas. H., seed merchants.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Tri-State Terminal Co., general grain and bags.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.*
Gordon Commission Co., T. P., gr. dealer and broker.*
Great Western Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jemima Mills Co., A. J., hominy feed.*
Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtetz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commission.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Bailey, Walter H., grain merchants.*
Godfrey Blanchard Co., grain receivers.*
McCaull Dinsmore Co., commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., grain merchants.*
Terminal Grain Corp., receivers and shippers.*
Western Terminal Elevator Co., receivers and shippers.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Morehouse & Co., wholesale grain and seeds.*
Rice Grain Co., cash grain.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Young Grain Co., grain receivers, shippers.*
Zahn & Co., J. F., grain seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

TOPPENISH, WASH.

Preston Co., H. P., alfalfa meal, grain, hay, feedstuffs.*

UNION CITY, TENN.

Cherry-Moss Grain Co., grain, hay, feeds, seeds.*
Dahnke-Walker Milling Co., milling, grain, feed.*
Howell Grain & Feed Co., grain and feed.*

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments and mill orders.*
Blood-Pickertill Grain Co., consignments, mill orders.*
Clark Burdick Grain Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.*
Craig Grain Co., J. W., consignments and mill orders.*
Evans-Williams Grain Co., grain and mill feed.*
Groth, Samuel C., milling wheat and feed.*
Hayes Grain Co., John, Okla.-Kan. wheat for mills.*
Kansas Flour Mills Co., receivers and shippers.*
Kansas Milling Co., millers and grain merchants.*
Kelly Grain Co., Edward, grain and mill feed.*
Koch Grain Co., Geo., milling wheat.*
Kramer Grain Co., receivers and shippers.*
Raymond Grain Co., consignments.*
Strong Trading Co., wholesale grain and feed.*
Wallingford Bros., receivers and shippers.*
Warwick Grain Co., "always have a bid."*
Wichita Flour Mills Co., millers and grain merchants.*
Wichita Terminal Elev. Co., general elevator business.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

Grain Exchange
Members

OMAHA

Grain Exchange
Members**MERRIAM &
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OMAHA and COUNCIL BLUFFS**MERRIAM****MERRIAM
COMMISSION CO.
CONSIGNMENTS****Top the Market**

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OMAHA, NEBRASKA

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Good Sales, Prompt Returns"***MID-WEST GRAIN CO.**

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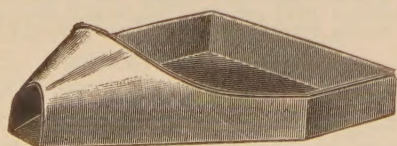
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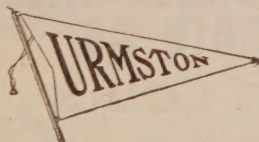
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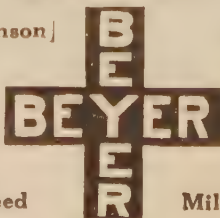
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Ship Us Your Corn, Oats and Wheat

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We operate the Superior Elevator
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FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, Chicago, Ill.

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MAKERS OF IRON AND STEEL BARS, ANGLES AND SPECIAL SHAPES

THIS LETTER IS SUBJECT TO THE TERMS PRINTED ON THE BACK HEREOF

BURNHAM, MIFFLIN CO., PA. July 7", 1919

The Stark Rolling Mill Co.,
Canton, Ohio

Gentlemen:-

We are in receipt of your favor of the 30th ultimo with regard to the service we have been getting from Toncan Metal, and in reply would say that about twelve years ago we roofed a part of our plant with Toncan Metal Sheets.

They are still in use and appear to be as good as when first put on, which we regard as highly satisfactory service.

Yours truly,

David Thomas
General Manager.

B/DT

In Good Condition after Twelve Years

It is a significant fact that a great many Manufacturers of Metal and Metal Products are large users of Toncan Metal for their own buildings.

Another big Steel Company recently used more than sixty carloads largely in Roofing and Siding.

These are men who know metal.

They know that where corrosive conditions exist, Toncan Metal is by far the best and most economical sheet metal to use.

For the roofing and siding of your elevator you cannot afford to overlook Toncan Metal advantages, especially its lasting qualities.

The Stark Rolling Mill Co., Canton, Ohio
Sole Makers

"Corrosion—The Cause—The Effect—The Remedy" is a book of library size containing much valuable sheet metal information. Your request brings it promptly.



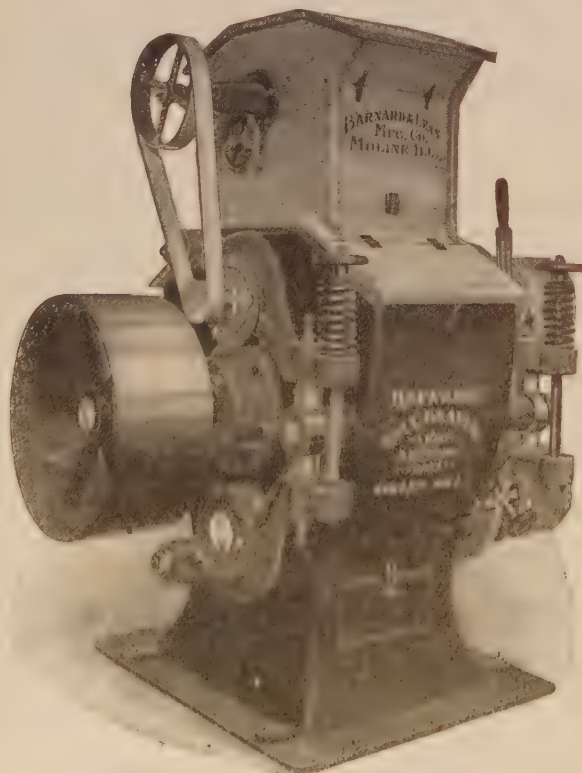
Two Wonder Workers



Barnard-Moline Victor Corn Sheller

This is the Standard Sheller of the world. It is made to shell only, and is especially adapted to elevators where it is desired to shell corn in the basement, and separate and clean it in the upper part of the house.

The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame, and a shaft on which the beaters and shelling cone are fastened. The teeth on the shelling cone and the shelling surfaces of the casings are chilled, thus giving these parts great durability. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The hopper is so constructed that it cannot clog and insures a steady feed as long as the corn is passing into it.



Barnard-Moline B-B Light-Running Three Roller Feed Mill

This feed mill is splendidly adapted for grinding coarse corn meal, chop feed, barley, wheat for graham, rye and other small grains, but we especially recommend it for the coarser work of grinding coarse corn meal and chop feed. It has very large capacity, considering the length of rolls.

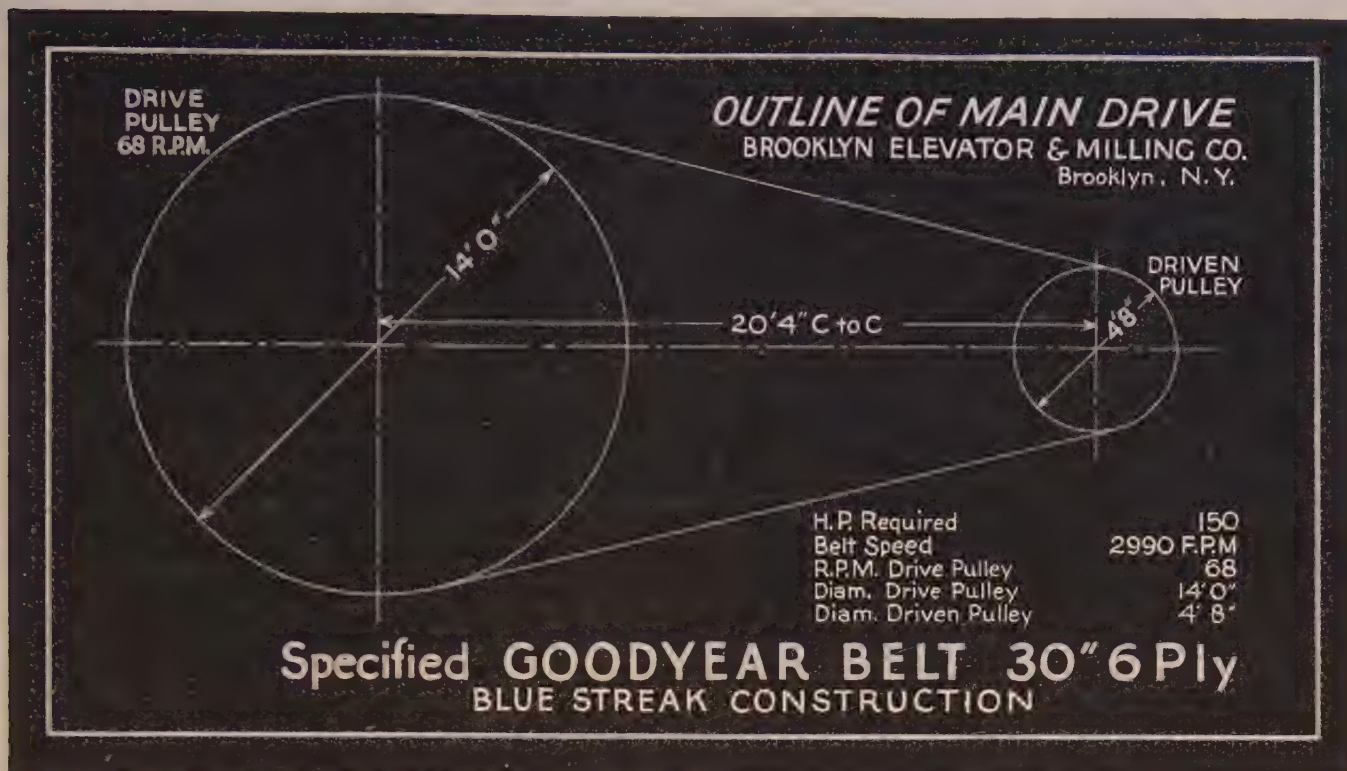
This machine is, without a doubt, the lightest running feed mill on the market, effecting a saving of fully 50 per cent of the power required to operate as compared to the standard babbitted-bearing mill.

*Write for Special Elevator Equipment
Catalog No. 38-B.*

BARNARD & LEAS MFG. CO.

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MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



A Main Drive, an Idler, \$3.28—and the G. T. M.

There used to be an idler on the main drive of the Brooklyn Elevator and Milling Company. There used to be expensive belts on the drive costing \$6.84 a foot. They used to last about 18 months. For more than two years that drive has been belted at a cost of \$3.28 less per foot than they used to pay—the idler has been taken off—and they have saved \$389.28 in 24 months on that one drive. It happened this way:

One day in 1916 a G. T. M.—Goodyear Technical Man—called and explained the Goodyear Plan of selling belts to meet conditions. He explained the plan in detail, pointing out that a belt was really a machine part and should be bought just like any other part, to fit the conditions—and not as one buys nails. He told them how the Goodyear Technical Man carefully studied a drive before specifying a belt for it, and enumerated some of the savings that had been made on the drives of a number of plants.

They asked him to study the main drive, because the expensive belt on it was just about giving out. He did so. He found that the idler on it could be dispensed with provided a certain kind of Goodyear friction-surface belt were used. He also found that the slow speed and other con-

ditions could be met better by a certain kind of 6-ply Goodyear construction than by the belt then in use.

He specified a certain 30", 6-ply Goodyear. It cost \$229.60 less than the belt they had been using. They decided to try it. It came, was applied, and has already given 24 months of trouble-free service—and still looks as good as new. With the old kind of belt that drive used to cost \$26.60 per month plus trouble and repairs. With the G. T. M.'s belt it has cost less than \$10.38 per month—and no trouble or repairs. For the 24 months the saving has been \$389.28.

Since then the G. T. M.—Our Mr. Kernohan—has been asked to study many other drives in that plant. His recommendations have saved so much for the company that when they built a new plant every drive in it was belted according to his analysis and specifications.

If you have a belt-devouring drive—no matter how small or how large—ask a G. T. M. to call. He'll do it without charge when next he is in your vicinity. The G. T. M.'s services are free because the savings they effect for belt users are so considerable that a gratifying volume of business is certain to come to us within a few years from the plants served.

GOODYEAR TIRE & RUBBER COMPANY
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BELTING · PACKING HOSE · VALVES
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MADE IN U.S.A.



The Latest Model Sidney Cleaner

The most important machine in an elevator or mill is the cleaner. When it works well, it saves grain and trouble in every progressive operation.

The latest model "Sidney" Double Shoe Corn and Grain Cleaner illustrated here is perfection in every working part.

We guarantee it will clean corn, oats, wheat, rye and barley successfully.

Its simplicity saves trouble and insures durability.

The shoes vibrate, but they are driven by opposed eccentrics, which causes the machine to run without vibrating the building.

Write for further particulars.

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ANNOUNCEMENT To Feed Dealers

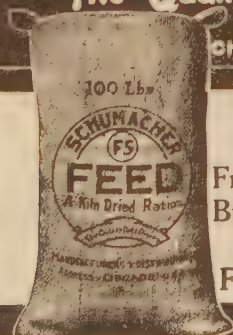
WE have a Business Building Plan for Feed Dealers that has proven a winner. You will be interested in our offer—it enables you to build up the largest feed business in your community on our two popular result-producing, fast selling, stock and dairy feeds.

SCHUMACHER FEED AND BIG "Q" DAIRY RATION

Write us at once for full particulars. If you are not handling our feeds now don't fail to get our proposition. If you are handling our feeds send for our plan—learn how you can double and treble your present business—the time is ripe, the opportunity is here—write us today.

The Quaker Oats Company

Address:
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Write Today
for our
Free Business
Building Plans
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Feed Dealers



CONFIRMATION BLANKS Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

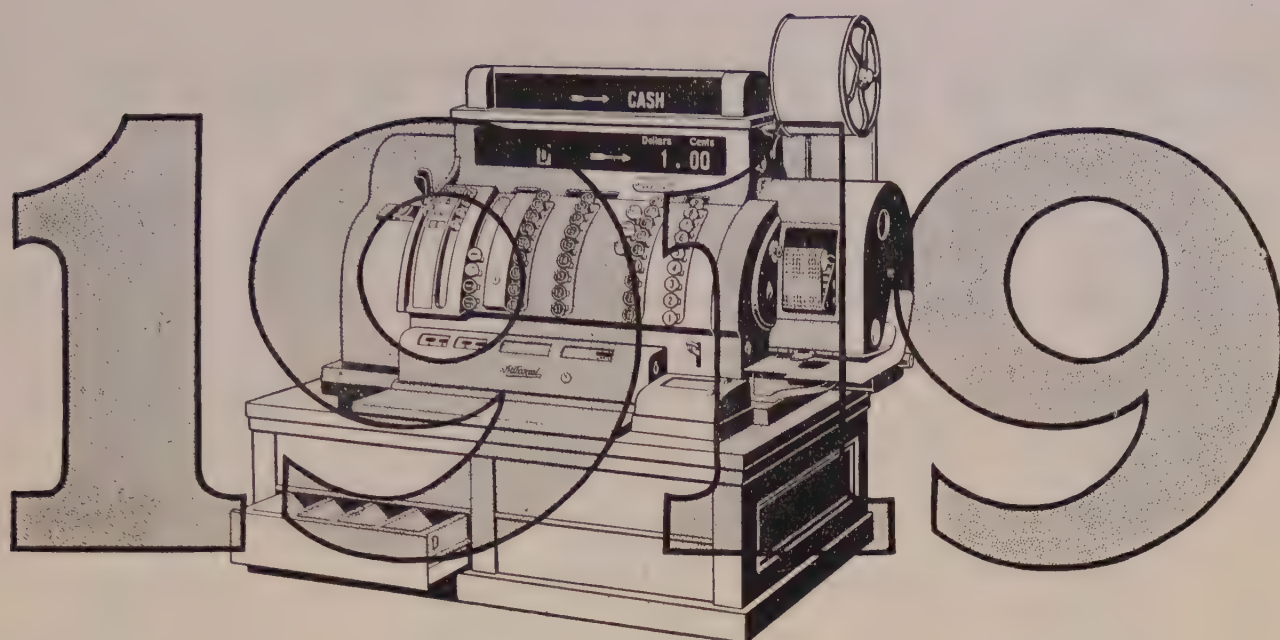
This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

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GRAIN DEALERS JOURNAL
305 S. La Salle Street
CHICAGO



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This shows that merchants realize more than ever before that they should get their store records quickly and economically by machinery instead of by the slow, expensive hand method.

It shows in the best way possible that up-to-date National

Cash Registers are helping merchants solve their problems most satisfactorily to themselves, their clerks, and their customers.

It is the very best evidence that our efforts to build a labor and time-saving machine are appreciated by merchants everywhere. It shows that up-to-date National Cash Registers are meeting the needs of retail stores in every country in the world.

Up-to-date National Cash Registers are a business necessity

The National Cash Register Company, Dayton, Ohio
Offices in all the principal cities of the world

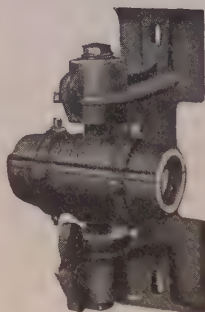
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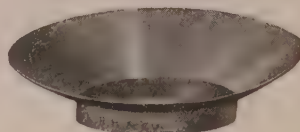
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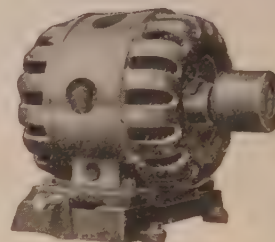
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Howell Roller Feed Mills

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Your liability attaches if you don't protect your elevator and workers.

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Present conditions demand accuracy in testing grain—your profits depend upon your tester. Don't take chances with experiments or guess.

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is old and tried. It is times and under all

Can Be
Furnished
with Motor Drive

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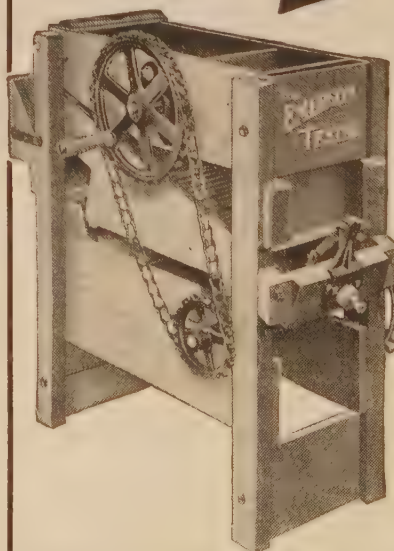
used by all grain men have accuracy at all conditions.

10,000 KICKERS

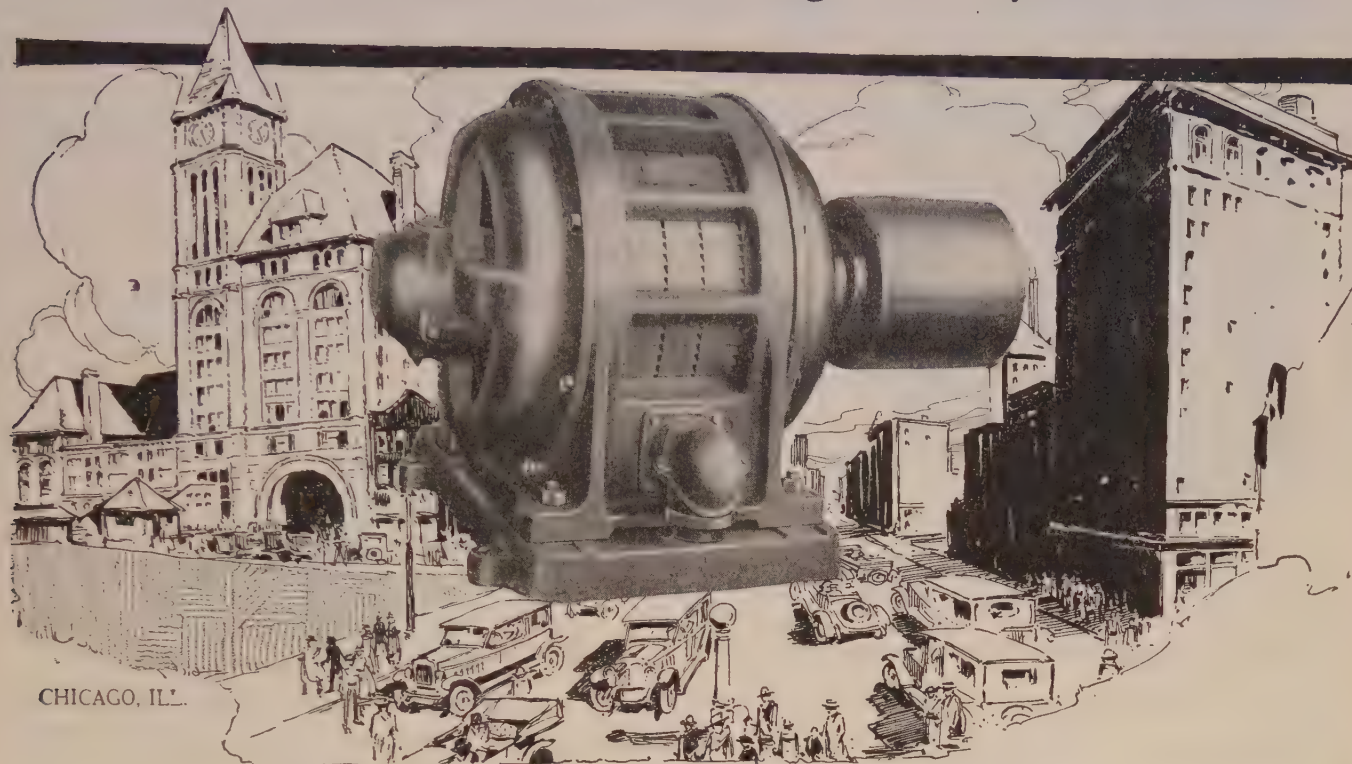
are now in use—the Government uses over 100—Line, Independent and Farmers Elevators all over find the Emerson dependable and a sure enough arbiter between seller and buyer on any dockage dispute.

Write for pamphlet and particulars.

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Winnipeg, Can.



G-E Polyphase Induction Motors are extremely simple and built to withstand hard usage in exposed locations



Durable Motors in Widespread Use

ALL over the world you will find G-E polyphase induction motors — more of them than of any other kind.

You will find them in acid fumes on five-year long non-stop runs.

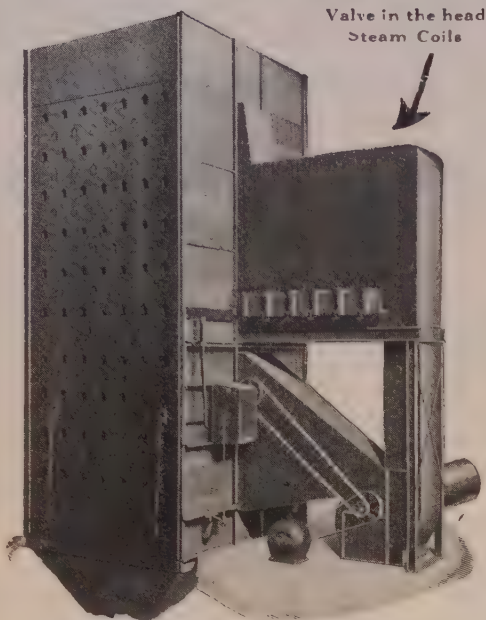
You can find where they have been fished out of fire-swept ruins or flooded mines and quickly put

back into operation — where they have operated under water and driven pumps to unwater mines.

Motors in correct sizes and with proper control equipments are available for every industrial requirement. They are stocked in all large cities near the offices of specialists in their application who are at your service.

General Electric
General Office **Company** Schenectady, N.Y.

MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED
BUY AN AUTOMATIC MORRIS**

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
Direct Heat Driers**

THE STRONG-SCOTT MFG. COMPANY

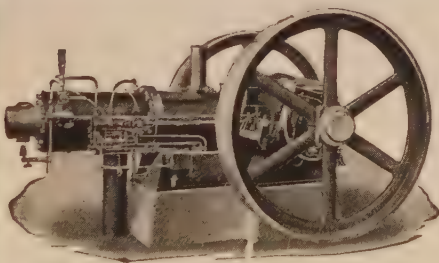
"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

MINNEAPOLIS

WINNIPEG



Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

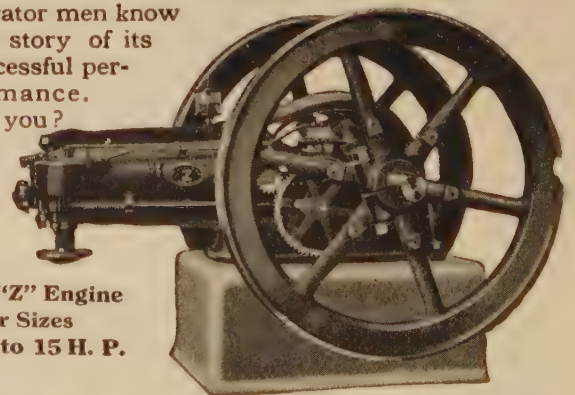
Lower Fuel Cost	Steadier Power
Closer Regulation	Greater Reliability
No Shut-downs	Fewer Repairs
More Power	Lower Upkeep

Write for proof of facts.

MUNCIE OIL ENGINE CO.
518 JACKSON STREET MUNCIE, IND.

Fairbanks-Morse "Z" Engines With Bosch Magneto

When you need power put in a "Z" Throttling Governor Kerosene Engine with Bosch High Tension Magneto and you'll have the utmost in enduring engine value. Thousands of grain elevator men know the story of its successful performance. Do you?



10 H. P. "Z" Engine
Other Sizes
1½ H. P. to 15 H. P.

Fairbanks, Morse & Co.
MANUFACTURERS CHICAGO
Engines - Motors - Fairbanks Scales - Light Plants - Feed Grinders, etc.

WORTHINGTON-INGECO

Kerosene—Distillate—Crude Oil

ENGINES

Before You Buy an Engine

Be sure you get details regarding the Worthington line. The inquiry costs you nothing, and it will give you some new ideas on engine performance.

Worthington engines are easy to start and easy to operate. They can be depended on to run at uniform speed under varying load. Fuel—kerosene, distillate or crude oil. Sizes—6 to 160 h. p.

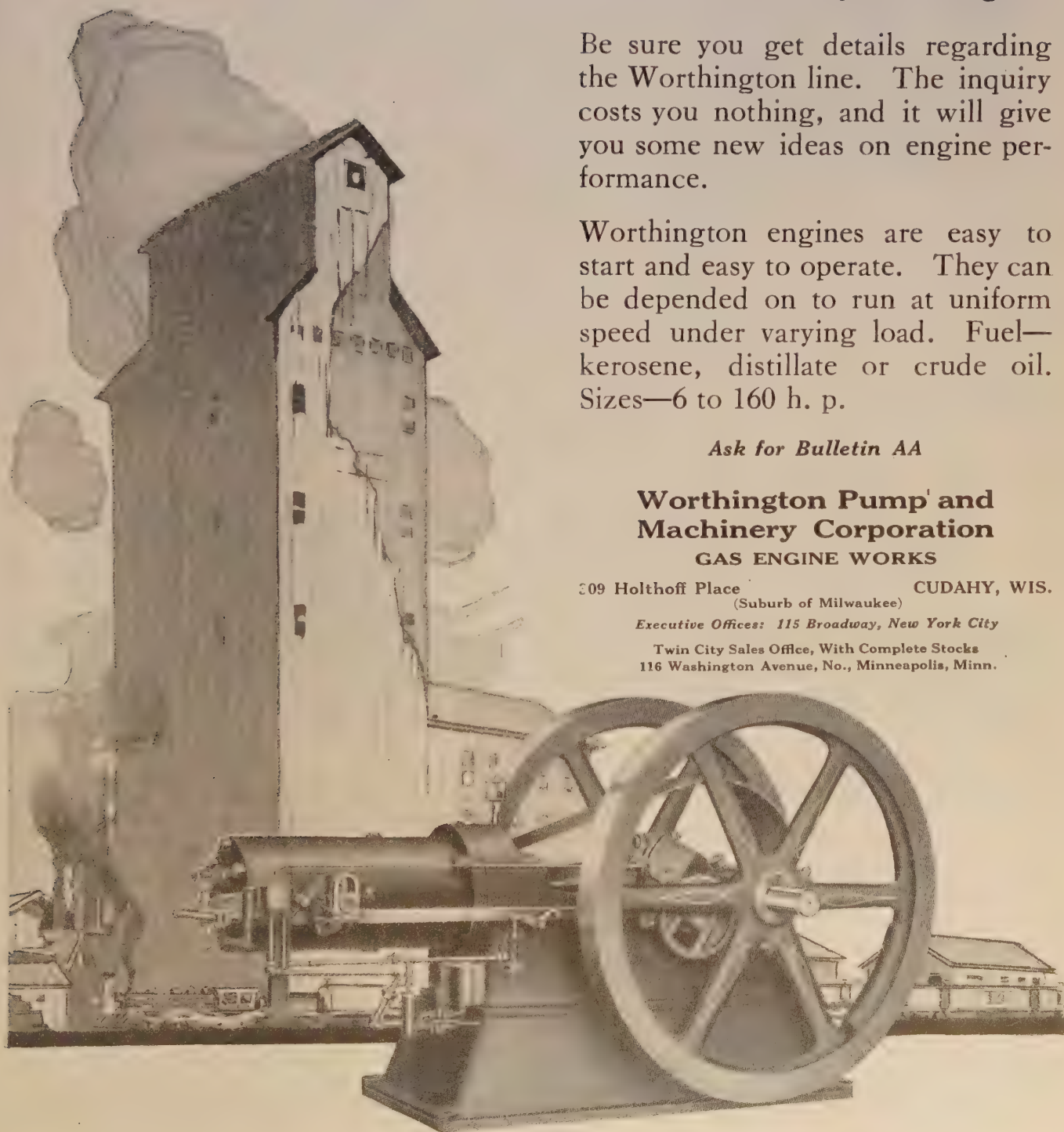
Ask for Bulletin AA

Worthington Pump and Machinery Corporation GAS ENGINE WORKS

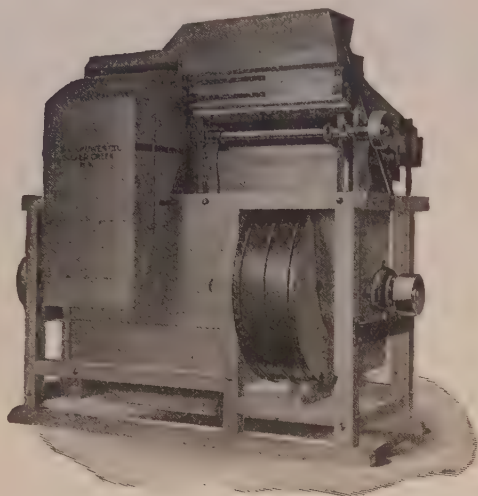
309 Holthoff Place CUDAHY, WIS.
(Suburb of Milwaukee)

Executive Offices: 115 Broadway, New York City

Twin City Sales Office, With Complete Stocks
116 Washington Avenue, No., Minneapolis, Minn.



Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.



Ask someone who owns one!

THE thing the owner of a "Eureka" admires most in his machine is its Constancy. He knows that he can always depend upon it to do satisfactory cleaning. It gives him Constancy in performance, and he gives it back Constancy in friendship. Thus do the manufacturer's sales grow by one owner recommending the "Eureka" to another.



"EUREKA"



OAT CLIPPERS

have distinguished themselves over a long period of years in the hands of men who insist that things must move with clock-like regularity, and who judge equipment by its ability to do good work 365 days a year.

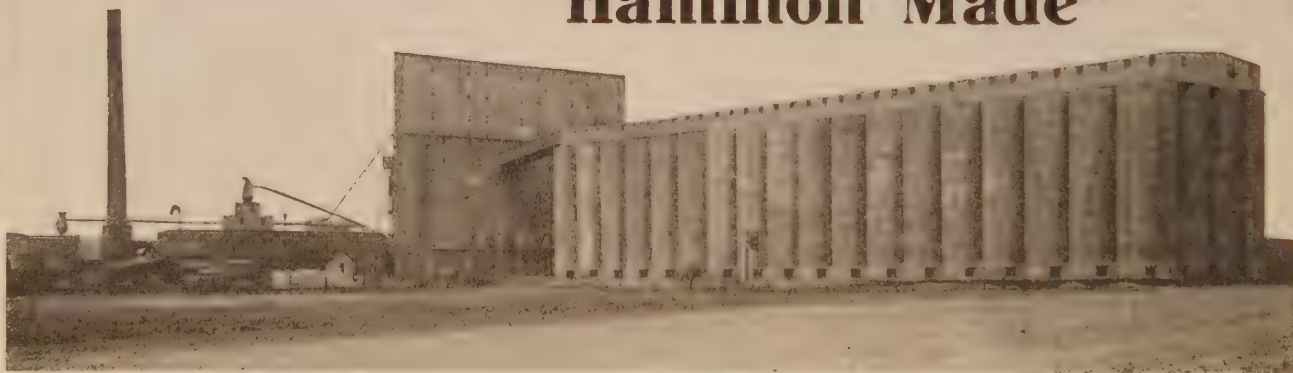
MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

REPRESENTATIVES

William Watson, 415 Western Union Bldg., Chicago, Ill.
J. E. Gambrill, 749 E. Church Street, Marion, Ohio
J. Q. Smythe, 3851 Broadway, Indianapolis, Ind.
F. E. Dorsey, 4015 Prospect Avenue, Kansas City, Mo.
Chas. A. Barnard, 415 Lewis Bldg., Portland, Ore.

"Hamilton Made"



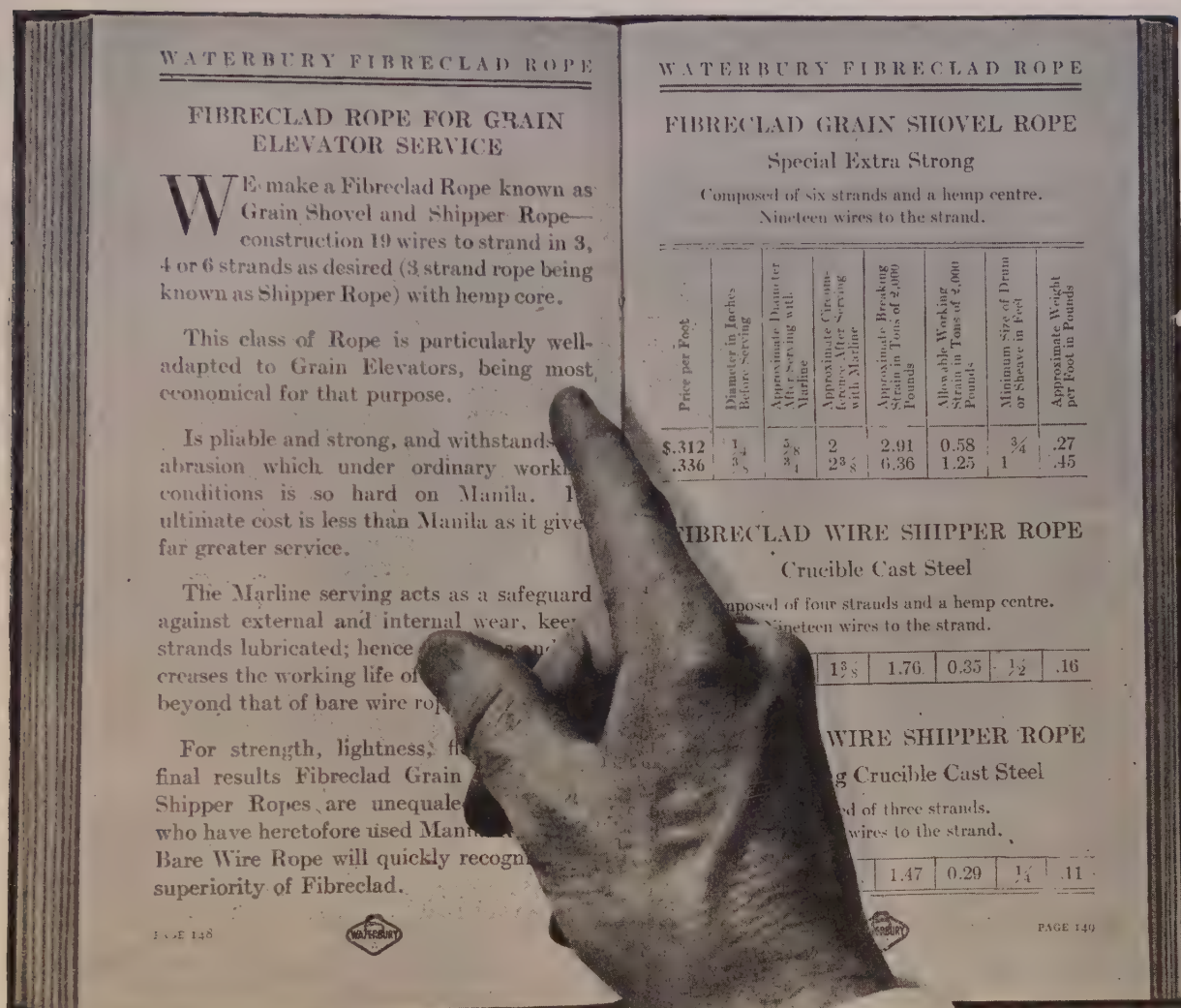
Belting for Every Elevator Purpose

For years our study has been how to make the best Rubber Belting. The "Hamilton Made" brands are standard among elevator managers. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engines and Motor Drives. LAKEWOOD for Legs and Conveyors. Write for particulars.

Hamilton Rubber Mfg. Co., 218 No. Wells St., Chicago

Factories: Trenton, N. J.

Branches: New York and Philadelphia



Waterbury Fibreclad Rope

As strong as Manila rope three times its size—and weighs only half as much.

As flexible and as easily manipulated as Manila rope—and less cumbersome.

Won't rust, because of the marline serving—which retains the internal lubrication on the wire strands.

Will outwear either bare wire or Manila rope under all ordinary conditions—and so is more economical.

Here's the Fibreclad story in a nutshell; superior from the standpoints of both service and economy.

And Fibreclad is a Waterbury rope—which is all you need to know about its quality.

The Waterbury Rope Handbook explains the advantages of Fibreclad construction—and in the rest of its 220 pages holds all other rope information you could wish for. A copy is yours for the asking.

WATERBURY COMPANY

63 PARK ROW, NEW YORK

CHICAGO.....1315-1321 W. Congress Street
SAN FRANCISCO.....151-161 Main Street

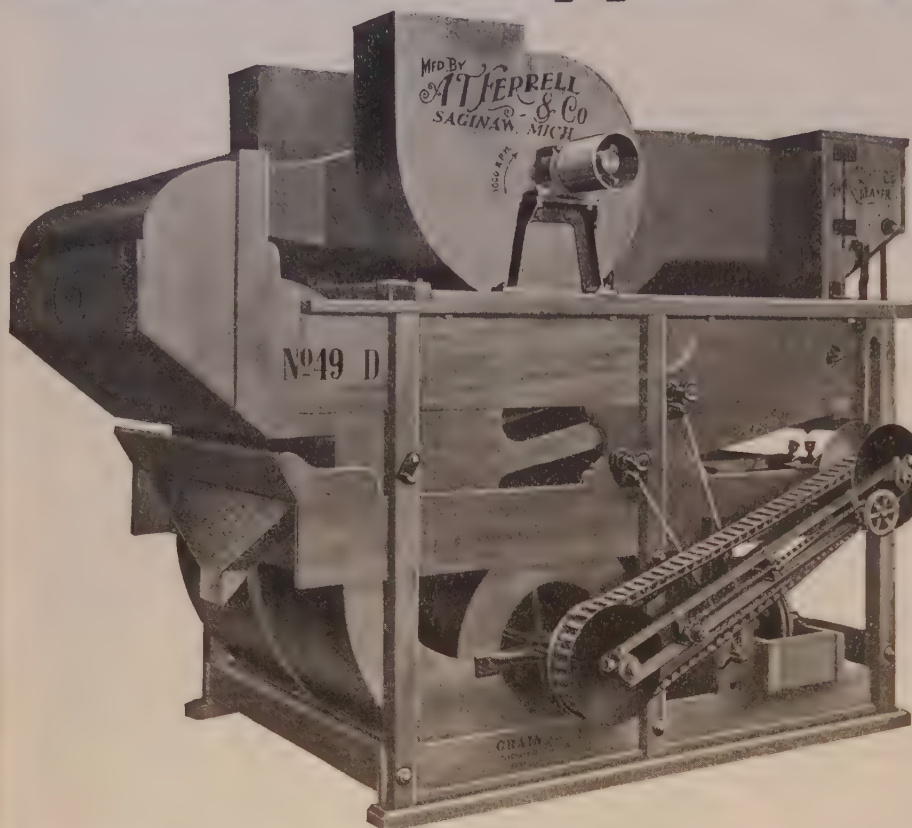
NEW ORLEANS.....1018 Maison Blanche Bldg.
DALLAS, TEXAS.....A. T. Powell & Co.

2334-W

WATERBURY
1910

Dustless "Clipper" Cleaner

Number
49-D



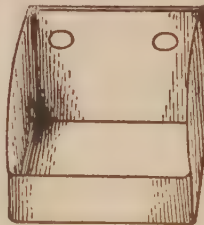
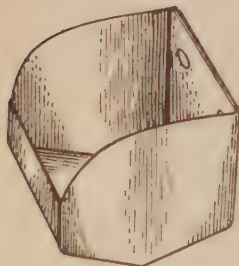
This is an excellent machine for cleaning clover, timothy, flax and all kinds of fine seeds, also grain, beans or peas. It has two screens with roller bearing brushes under each screen and is strictly up-to-date in every respect.

The dustless attachment is a great advantage. Its fan is powerful and will drive the dust a long way. It also has a short leg which lifts the dust and dirt from the grain before it passes over the screen.

We have a machine for almost every grain cleaning purpose. Write for our catalog and full information.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

"D P" SUPERIOR CUPS



— the High Capacity, High Speed Cup

"D P" Superior elevator cups are not in the experimental stage; the actual performance of these cups is nothing short of remarkable. The combination of high speed, larger contents and reduced distance between cups results in a capacity four to five times that of ordinary cups of the same dimensions.

Results Obtained

Perfect discharge at indicated low or high speed.
A speed three times the ordinary.
Contents 25 to 40% more than ordinary cups.
Distance between cups reduced materially.
Higher speed, reducing size of equipment and eliminating gears,—reduction of power consumed and initial cost.

Responsible concerns can try this cup at our risk! Write us!

MOLINE **SUPERIOR**
MILL CO. **MILL**
MANFG. **MACHINERY**
MOLINE, ILLINOIS, U.S.A.

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.

The Last Cost is the Real Cost—

PICK a belt known for the dependable regularity with which it does its work—week in, week out—over LONGER periods.

REXALL has the “making good” habit because it has been built up to a standard—as high a standard as could be set—and unceasing efforts have been and are directed toward raising that standard still higher.

Uniformity in manufacture, in processing and in the quality of materials and workmanship, have produced a uniformly high standard of performance and insured a uniformly low LAST cost—or REAL cost.

You can back REXALL with the satisfied feeling that you are putting your money not only on a CONSISTENT performer, but on one of the very best on record. For our mutual benefit we want you to back it—and “back it strong.”

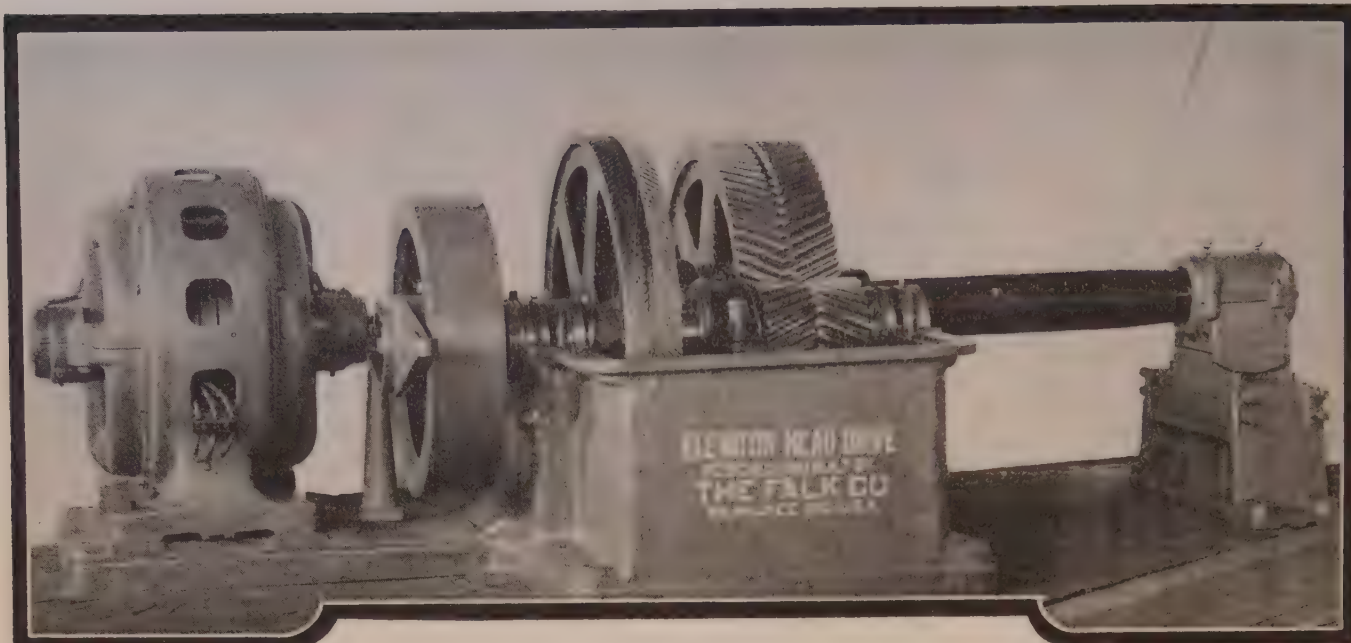
REXALL
DOUBLE — STITCHED
CONVEYOR and ELEVATOR
BELTING

Makes good because it's made good.

IMPERIAL BELTING CO.

Factory and General Offices: CHICAGO

Branches: New York, Pittsburgh, Detroit, Salt Lake City



Ready for the World's Most Modern Elevator

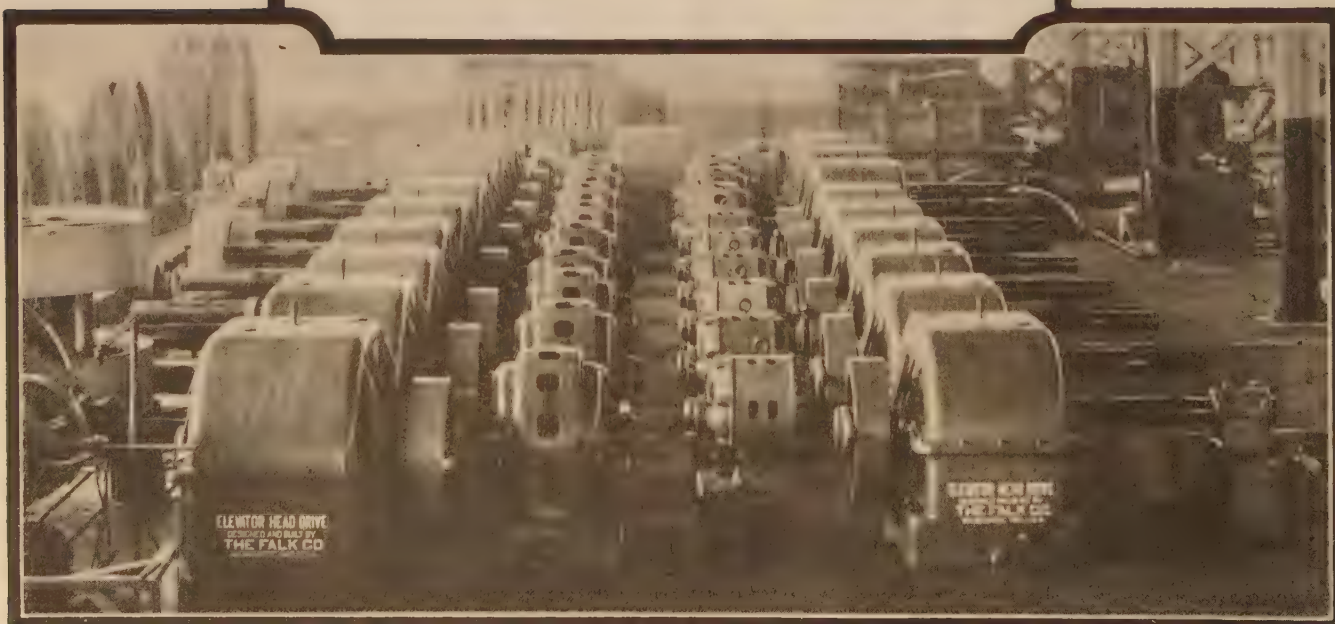
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

THE FALK CO.

Milwaukee, Wisconsin





8½ Miles of It

Extending, when unrolled, in a continuous line 8½ miles long, and weighing over 130 tons, we recently shipped what was, perhaps, the largest single order of Belting ever sent out of a Rubber Factory.

This record shipment—which would stretch from the Battery to well above the top end of Central Park—covering the whole teeming center of New York City—we made on the order of James Stewart & Co., for the enormous new Terminal Grain Elevator they are building for the Pennsylvania Railroad at Canton, Baltimore, Md.

Goodrich "LEGRAIN" and "CARIGRAIN" Belts are installed in large and small Elevators all over the country. We believe we have developed Rubber Belts for Grain Handling to a higher standard than has ever before been attempted.

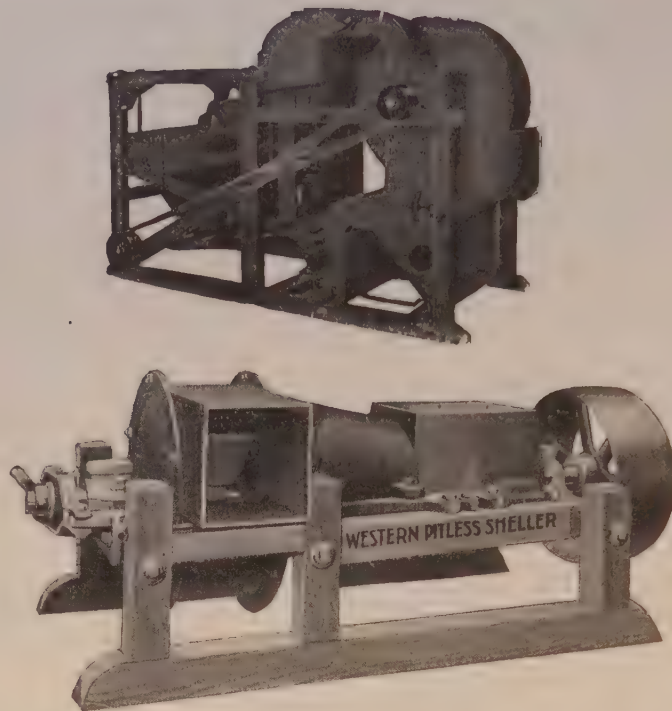
We await your request for samples and detailed information

THE B. F. GOODRICH RUBBER COMPANY
The City of Goodrich—Akron, Ohio

GOODRICH
"LEGRAIN" BELT

GOODRICH
"CARIGRAIN" BELT



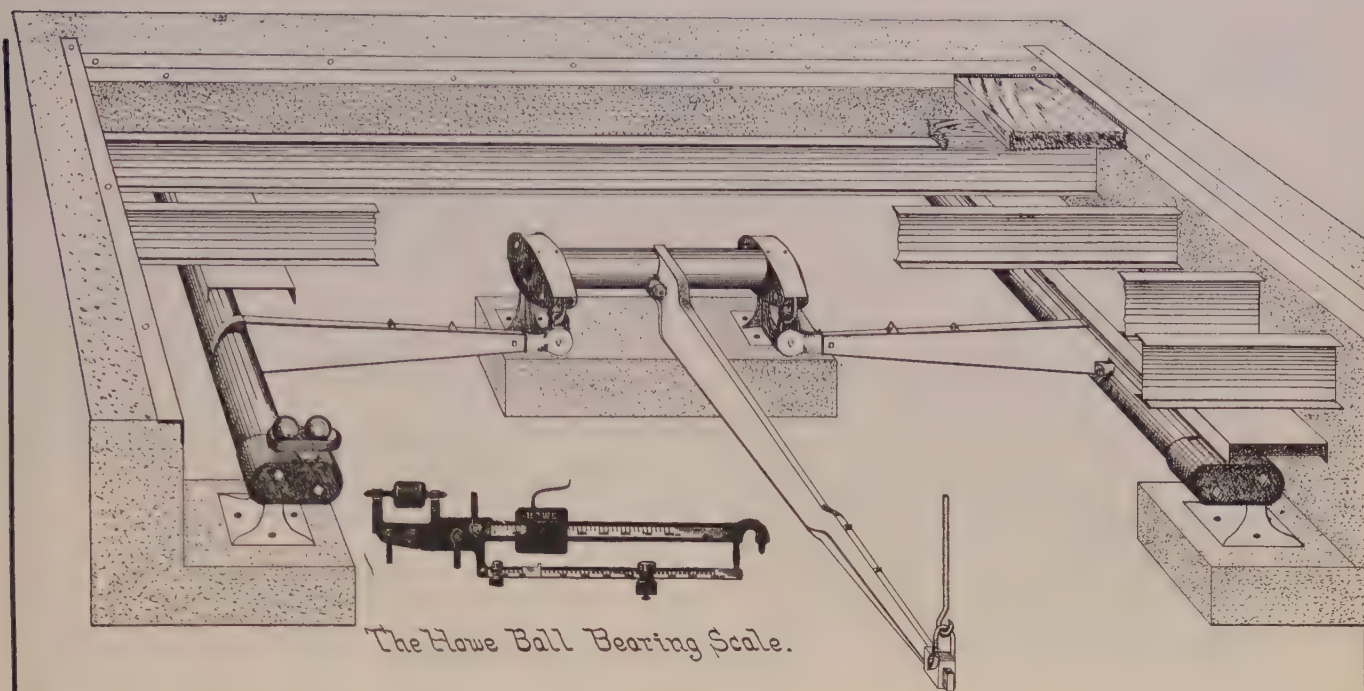


ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

UNION IRON WORKS, Decatur, Ill.



You will soon need an **AUTO TRUCK SCALE.**

The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

*No expense in upkeep after the original cost of Scale
Write us for prices. Send us your old scales to be refitted.*



Dust Protectors



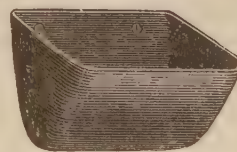
Pullies—All Kinds



Loading Spout Holders



Distributing Spouts



V Buckets—Salem and Empire



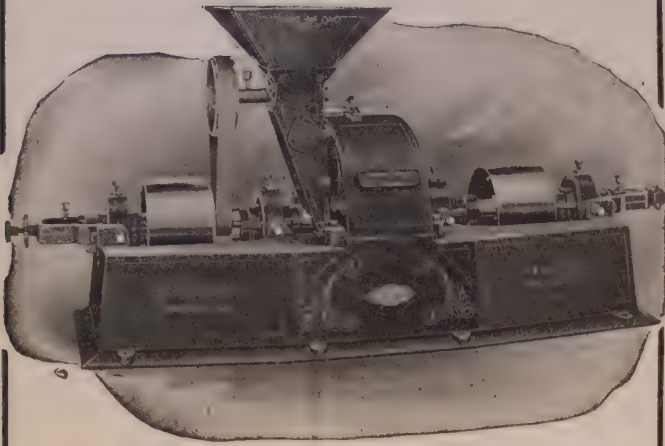
We are headquarters for all kinds of Elevator Machinery. Send us your list and let us quote prices. We can save you money. Let us quote you on complete machinery for your new elevator. We manufacture all sizes of Grain Spouting, Loading Spouts, etc.



AMERICAN SUPPLY & MACHINERY CO.

1102-4 Farnam St., Omaha, Neb.

You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.
831 W. Fayette Street SYRACUSE, N. Y.



CONCENTRATION

Triumph Corn Sheller manufacturing is concentrated on two styles of a single sized machine.

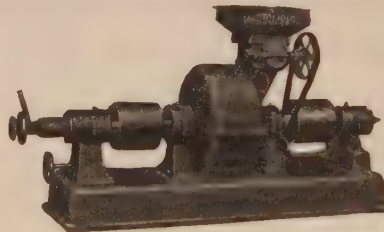
Concentration on a single size permits us to manufacture on a production basis. This means that we can put more and better material into Triumph Shellers and still keep the cost down where it should be.

If you can use a sheller that will shell 75 bushels of corn an hour, you will get the most for your money in a Triumph. A copy of our new bulletin on Shellers gladly mailed upon request. Ask for it.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

IT PAYS

Feed Grinding pays—if it is done right. To do it right—you must have a



Unique Ball Bearing Attrition Mill

YOU will also find that it draws other business.

Many Grain Dealers are installing them now. Why not YOU?



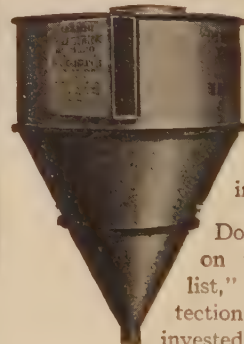
BELT or direct MOTOR
DRIVEN

Write Nearest Office

Robinson Mfg. Co.
Muncy, Pa.
P. O. Box 411

Chicago Office: 416 Western Union Bldg. Chicago
456 L. St. N. E. Minneapolis, Minn.
1131 S. 2nd St. Louisville, Ky.
79 Milk St. Boston, Mass.
3325 Archwood Ave. Cleveland, O.
39 Cortland St. New York City

WHEN EVERY AGENCY FOR
SAFETY OPERATION SAYS
"DO AWAY WITH DUST"
IT'S TIME THAT YOU LIS-
TENED TO REASON—



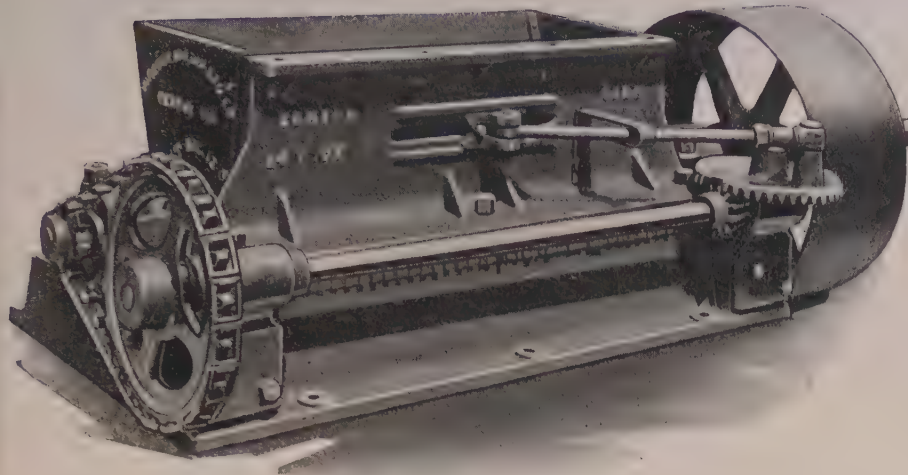
The hundreds of thousands of dollars lost through dust explosions would equip every elevator in the country.

Don't be the next on the "Blow up list," but for the protection of the money invested in your business investigate our product.

**The New "1905"
Cyclone Dust Collector**

THE FACTS ARE MIGHTY
INTERESTING

The Knickerbocker Co.
JACKSON, MICH.



KENYON Ear Cob Crusher

No irons such as horseshoes, hammers, etc., can stop this machine. Positively eliminates all corn crushing troubles.

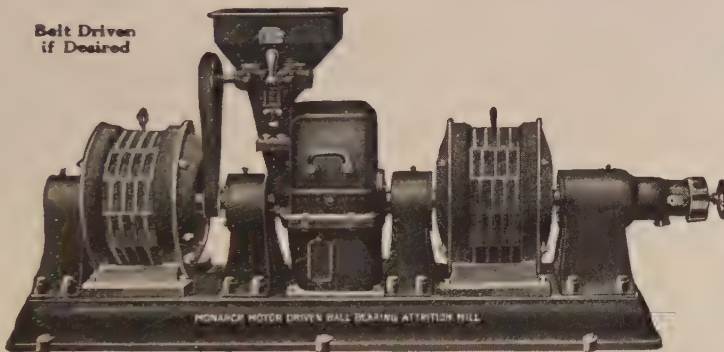
Send for catalog and all details.

Burgess-Norton Mfg. Co.
GENEVA, ILL.
U. S. A.

MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
All Attrition Mill Requirements*

Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

Write for Catalog No. D115

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

P. O. Box No. 26

Chicago Office: 9 So. Clinton St.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.50.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

By mentioning the Grain Dealers Journal of Chicago, when writing its advertisers you help it to more efficient work in improving grain trade conditions.

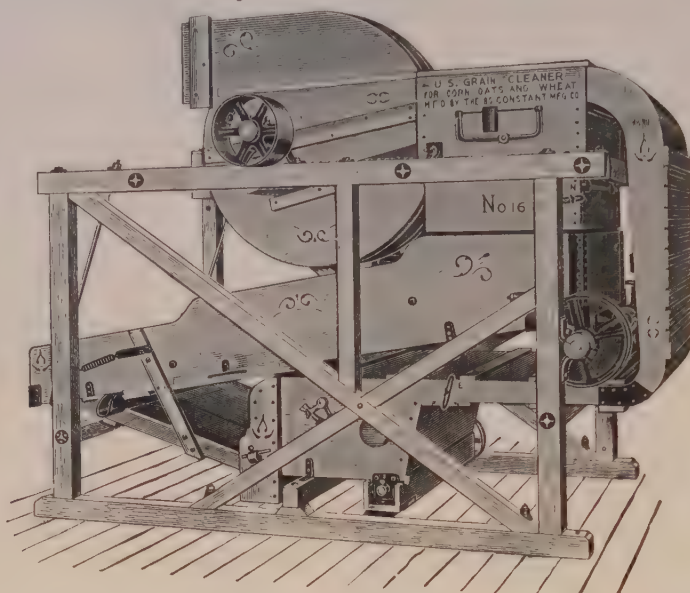
A PERFECT GRAIN CLEANER

The "U. S." Grain Cleaner is easily the leader in satisfactory grain cleaning. It has built up an enviable reputation by its record of consistent good performance. It is the cleaner you should install in your elevator.

One
Powerful Fan

Fan Always
Under Control

Dustless



Two
Air Separations

Journals
Run Cool

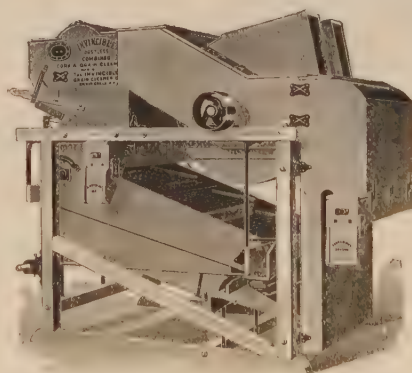
Light Running

Catalog of Our Complete Line of Elevator Machinery on Request

B. S. CONSTANT MANUFACTURING CO.
Bloomington

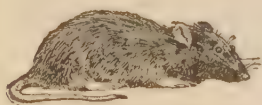
Illinois

Don't stop to change screens. Clean corn one day—turn a lever—clean wheat the next day. No trouble involved.



A Combined Separator that answers every purpose. Each year brings an increasing demand. Let this be your next purchase.

INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y.



The Only Non-poisonous Rat and Mouse Exterminator in the World
Millions are using it in all civilized countries. Fully guaranteed.
Exclusive territories granted to responsible dealers or agents.

Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

THE BERG & BEARD MFG. CO., Inc., 100 Emerson Place,
BROOKLYN, N. Y.

**RID
OF
RATS**

SUCRENE FEEDS

The Feeds That Nourish The Stock

Bring Repeat Orders

Almost any feed can be sold to some stock raisers **ONCE**.

Sucrene Feeds are the "Come-Back-For-More" Feeds, because the quality is always there.

You have Sucrene reputation pulling for you all the time—the reputation that's based on 19 years of recognized leadership—more firmly established in the good will of the stock feeding world today than ever before.

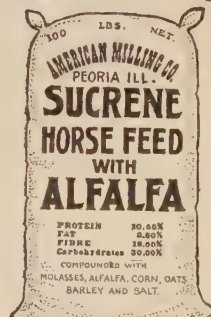
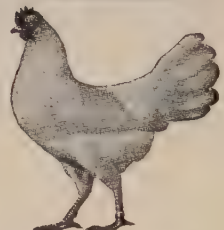
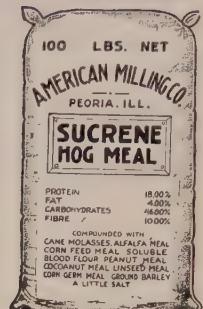
The Till Tells the Tale

Keep your mind's eye on the Sucrene Line. In the near future our big new mill—larger, more modern, than the one destroyed by fire recently—will turn out Sucrene Feeds of standard quality which will be offered to the trade at money-making prices. Due announcement will be made to the trade.

Send in your orders for Sucrene Poultry Scratch Feeds. We fill orders promptly on the full line. Address Main Office, Peoria, Ill.

American Milling Company

Main Office and Mills - - - Peoria, Ill.
Southern Mill - - - Owensboro, Ky.

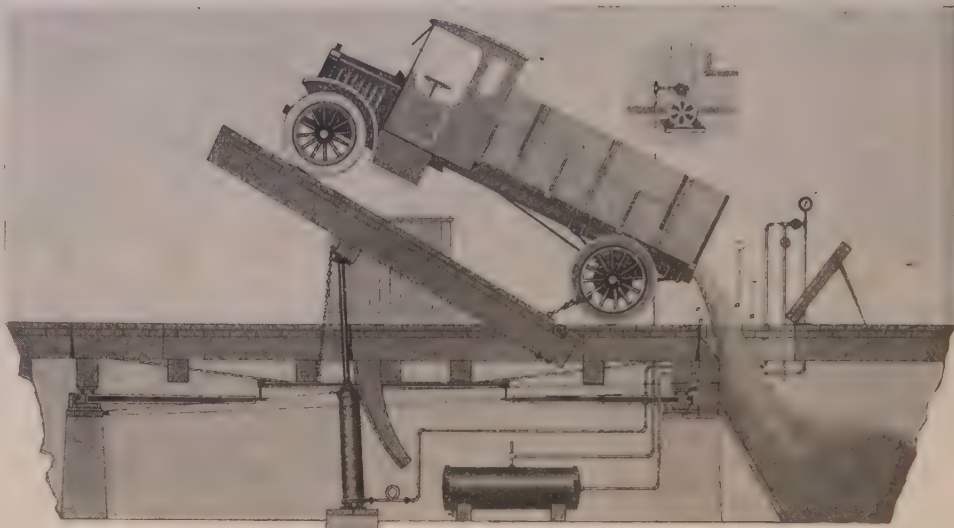


A Dump Within a Dump

—that's the reason you can operate either section with *one tilting power cylinder*—the forward section dumps trucks—the rear dumps wagons or sleds—simply shift the cylinder forward or backward.

Air valves and cylinder control lines placed conveniently near scale beam or on work floor—air tank and compressor anywhere in elevator or engine room.

The only dump that will fit any size or make of scale—*easy to install—simple to operate—positive in action.*



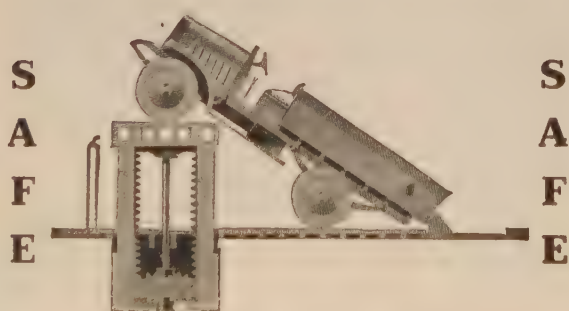
GLOBE COMBINATION AUTO TRUCK and WAGON DUMP

Manufactured
Exclusively by

Globe Machinery and Supply Co.
Des Moines, Ia.

Spencer Patents
Feb., 1919

The Only Dump Made on Sound Mechanical Principles



TRAPP DUMPS

Yours is ready for you.
WRITE ABOUT IT

All Kinds of Elevator Machinery

TRAPP-GOHR-DONOVAN CO.

1125 North 22nd Street

OMAHA, NEBR.

WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Lightning Rods
Attrition Mill	Manlift
Bags and Burlap	Moisture Testers
Bearings { Ball	Oat Bleachers
Roller	Oat Clipper
Beltting	Painting or Repairing
Boots	Portable Elevator
Buckets	Power { Gas Engine
Car Liners	Kerosene Engine
Car Loader	Motors
Car Mover	Power Shovel
Car Puller	Rolls for Cracking Corn
Car Seals	Sample Envelopes
Cleaner	Scales
Clover Huller	Scarifying Machine
Conveying Machinery	Self Contained Flour Mill
Distributor	Separator
Dump	Sheller
Dump Controller	Sieves
Dust Collector	Siding-Roofing { Asbestos
Elevator Leg	Steel
Elevator Paint	Silent Chain Drive
Feed Mill	Spouting
Fire Barrels	Storage Tanks
Grain Driers	Testing Apparatus
Grain Tables	Transmission Machinery
Gravity Cleaner	Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



Twenty Good Reasons why YOU Should Buy the Moffit Truck Dump—

1. There is no expense to operate it.
2. No power is required to operate it because it is automatic in its action, and the truck dumps itself.
3. You will have no expense of upkeep.
4. It is manufactured out of cold-rolled steel, which means strength and durability.
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6. Nothing to wear out from use.
7. It is very simple and will not get out of order.
8. It will handle any load up to ten tons.
9. It will handle all trucks regardless of size or length of wheel base.
10. You can unload trucks as quickly as you can unload wagons.
11. It will unload trucks with greater ease than you unload wagons on your present equipment.
12. It does not interfere with your present method of dumping wagons.
13. It will operate smoothly, easily, rapidly and accurately.
14. There is no danger of accident to truck or truck dump in operation.
15. It can be installed in any elevator or mill at small expense.
16. It will prove a profitable investment because it is a time and money saver and a money maker.
17. Made in two types: No. 1, for log dump; No. 2, for platform dump.
18. Type No. 1 and Type No. 2 can be installed on any dump scale that is 18 feet or longer.
19. It has no crank to turn, no motor to burn out, no gas engine to balk, no air to compress, no tank to leak or blow up, no water to freeze, no wood to decay, no chains, sprockets, gears or anything else to get out of order and is always ready to do business.
20. You do not pay for it until you have tested it out and know, as we do, that it will do the work properly.

Automatic Truck Dump Company

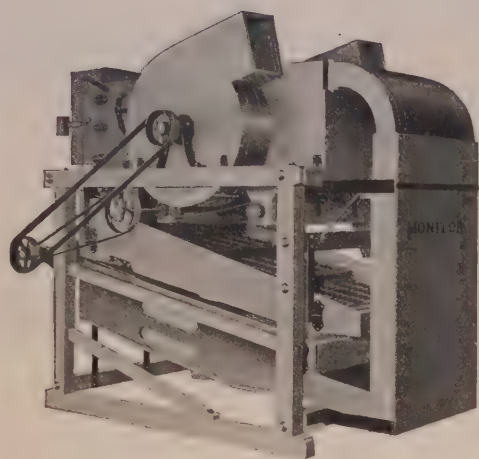
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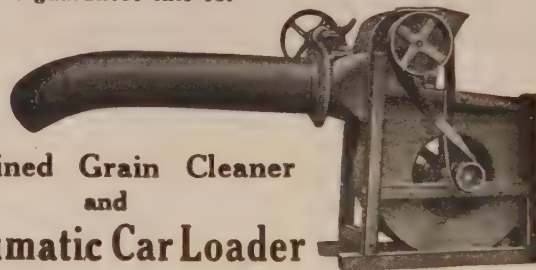
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Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

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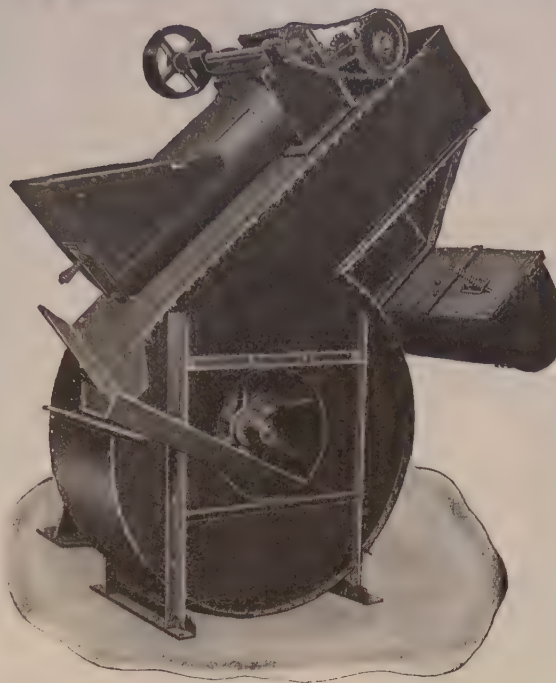
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The Grain Dealer's Journal

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Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

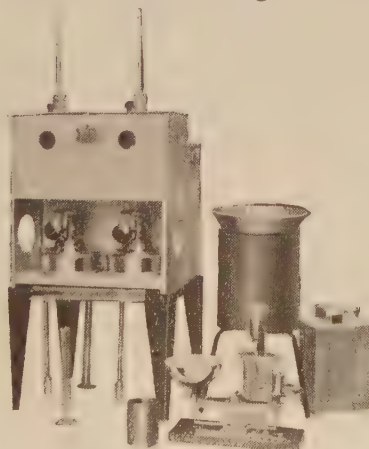
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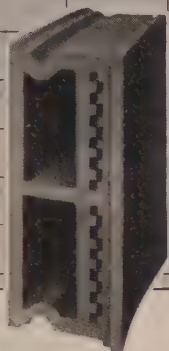
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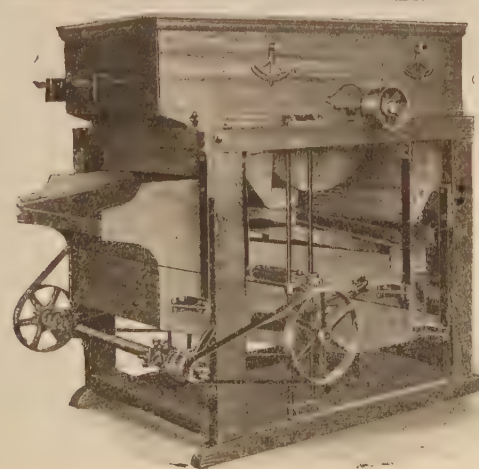
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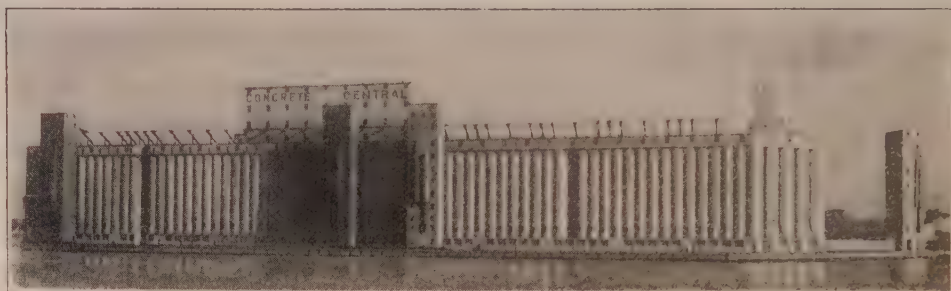
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FORMERLY FEGLES-BELLOWS ENGINEERING CO., LTD. LIMITED

ENGINEERS—CONTRACTORS

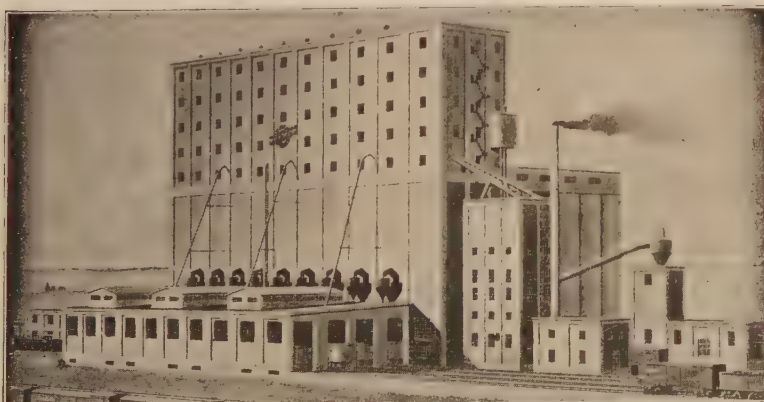
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
AND EXECUTE CONTRACTS ANY-
WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.



The 1,250,000 Bushel

C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our
capabilities as Grain Elevator Engineers
and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

NEW

Books for Grain Dealers

To help the Grain Dealers economize labor and prevent errors we have recently produced three new grain books which will surely save you time and trouble.

Clark's Decimal Wheat Values—Form 33X

This is the extended fourth Edition of this useful work and contains the values for any weight of Wheat, Alfalfa Seed, Clover Seed, Canary Seed, Beans, Grapes, Peas, Split Peas, Potatoes, or other commodity weighing 60 lbs. per bushel, at any market price from 50c to \$2.39 per bushel, for any weight from 10 to 100,000 lbs. For all such the results in dollars and cents are shown, and for additional rates, or prices, the results can be easily obtained by simple addition. This book is printed in two colors on linen Ledger stock and well bound in vellum boards. Price \$2.75, f. o. b. Chicago.

Triplicating Confirmation Blank — Form 6C.B.

This form meets all requirements for confirming sales or purchases between grain or hay dealers. Its use will save time and prevent misunderstandings, as all you have to do is to fill in the names and quantities and routes of shipment and the confirmation is complete. It is put up in substantial form with fifty triplicate blanks, two sheets of dual carbon, bound in one book. Price 90c, f. o. b. Chicago.

New Oat Grade Code Words

A new supplement giving code words for all the Federal grades of Wheat, Corn and Oats, for use in connection with the Universal Grain Code, has just been issued. This four-page supplement will be sent to all holders of Universal Grain Codes, upon receipt of a stamped and addressed envelope.

For these and other labor saving Grain Dealer Account Books address the

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

GRAIN ELEVATOR and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

25,000 BU. CRIBBED elevator in N. D. on Great Northern R. R. with Coal and Flour and Feed business for sale. Address: Chance, Box 9, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

14 BIN CRIBBED Elevator, only \$2500. Liberal terms. Excellent location. Electric power and lights. A-1 condition. It is a snap. Located at Marshall, Wisc., on C. M. & St. P. Ry. Address: D. V. Hales, Station "A," Milwaukee.

NEW 18,000 BU. elevator for sale. Well equipped with machinery, in A-1 condition. In good wheat, oats and corn belt. Doing good business. Good reason for selling. Address: Ketchum Elevator Co., Ketchum, Okla.

8,000 BU. CAPACITY ELEVATOR with good farm implement business for sale. Advancing years and death in firm makes it advisable to sell. Good grain locality. Excellent business. For complete information apply to Alex Verdor & Co., Bonnot's Mill, Mo.

ELEVATOR in North Central Iowa for sale. Good coal, flour and feed business in connection. Located in excellent farming country and good territory. Address: Excellent, Box 11, Grain Dealers Journal, Chicago.

400,000 BU. CAP. elevator for sale in town of 1000 within 75 miles of Chicago. Station handles 500,000 bu. grain annually. One good competitor. Good reasons for selling. Price \$13,000. Address: James M. Maguire, 432 Postal Telegraph Bldg., Chicago, Ill.

TWO ELEVATORS of 10,000 bu. each, for sale. Complete with electric machinery and feed grinders; with good retail business; well located for transit privileges in good farming community. Address: Good Proposition, Box 11, Grain Dealers Journal, Chicago.

HAVE SEVERAL ELEVATORS within 100 miles of Chicago to offer for sale, whose owners do not want it publicly known that they are for sale. These are good propositions and can be had from \$8,000 to \$20,000 each. Address: Harrison, Box 11, Grain Dealers Journal, Chicago.

CHANCE OF A LIFE TIME: Will sell 1/2 or 1/3 interest in a good grain business to a strictly reliable young hustler, and give contract for purchase balance interest. A-1 property located Central Ill. Must have about \$6500. Address: Opportunity, Box 11, Grain Dealers Journal, Chicago.

GENERAL ELEVATOR and feed business for sale. 1st class attrition feed grinder in connection. Also handle coal, farm machinery, fencing, building supplies, etc. No competition. Excellent business. Address: Field, Box 8, Grain Dealers Journal, Chicago.

IF YOU are desirous of obtaining more capital for the extension of your business; if you have land or realty to exchange for an elevator; if you have money to invest in the grain business, make known your desires in the "Business Opportunities" columns of the Grain Dealers' Journal.

ELEVATORS WANTED.

ELEVATOR WANTED. Send description and price. C. C. Shepard, Minneapolis, Minn.

15 OR 20,000 BU. elevator wanted in Northern Ind. or N. E. Ohio. Full details requested 1st letter. Address: Hoosier, Box 8, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in good location, with the business there to be gotten. Will buy 2 if suitable. Give description and price. Address: Box 579, Fort Dodge, Iowa.

TO BUY FOR CASH, first class elevator showing good volume of business within 150 miles of St. Joseph, Mo., preferred. In a good town. Address: M. G., Box 11, Grain Dealers Journal, Chicago.

ELEVATOR IN N. ILL., Iowa or Minnesota wanted to buy for cash. Do not object to side lines of coal, lumber or machinery or general store. Give full particulars first letter. Address: W. F., Box 9, Grain Dealers Journal, Chicago.

SEED CODE WANTED

AMERICAN SEED TRADE ASSOCIATION Cipher Code wanted. New or second hand. Address: Paris, Box 8, Grain Dealers Journal, Chicago.

TYPEWRITER WANTED.

LATE MODEL L. C. SMITH TYPEWRITER wanted. Must be in good condition. Address, giving full particulars and price: "Typewriter, Box 10," Grain Dealers Journal, Chicago.

FEED MILL FOR SALE.

FAST GROWING FEED MILL for sale. Doing heavy business year round. Modern and up to date good line customers. Will bear closest investigation, located in best town in Okla., on 5 railroads. Will take \$35,000 to handle. Address: Mill, Box 9, Grain Dealers Journal, Chicago.

GREAT WESTERN 2 pair High Roller, 9x24, Feed Mill, rebuilt, for sale. Belt Driven. Never been used since rebuilt. One pair extra rolls, all newly corrugated; never been uncrated. Guaranteed A-1 in every respect. Will ship F. O. B. cars here. Address: Feed Mill, Box 11, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker. Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian I. Buckley. Elevator Broker, David City, Nebr.

WE BUY AND SELL ELEVATORS. A square deal to all. Commercial Investment Co., 305 Schweiter Bldg., Wichita, Kas.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

YOU MAY BE MISSING SOMETHING If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

OFFICE SUPPLIES.

ELLIOTT FISHER billing, writing and cross footing machine for sale. 24-inch platen, 11 quantity registers, cost \$1350.00. Any offer considered. Address: Machine, Box 10, Grain Dealers Journal, Chicago.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

OFFICE DESKS, Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. Wichita Store & Office Equipment Co., 147 N. Emporia Ave., Wichita, Kan.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

ENGINES FOR SALE.

HAMILTON CORLISS Engine 16x36 and two 90 H. P. Boilers for sale. Address: M. C. Peters Mill Co., Omaha, Nebr.

TWO 25 H. P. International Mogul Engines in good shape for sale. Address: White Star Co., Wichita, Kans.

BESSEMER FUEL OIL ENGINE will save one-half the operating expenses of a steam plant. Write to the Bessemer Gas Engine Co., Bonner Springs, Kansas.

20 H. P. GASOLINE ENGINE for sale, Fairbanks Morse & Co. Reason for selling, have installed electric motor. Jetmore Co-op. Co., Jetmore, Kansas.

ONE 500 H. P. HAMILTON-CORLISS, right hand, double eccentric Steam Engine, cylinder 28", stroke 48", split fly wheel 16 ft. diameter, 42" face engine in first class condition; write for price. Address: H. L. Halliday Milling Co., Cairo, Ill.

ENGINES WANTED.

USED GASOLINE or oil engines wanted. Fairbanks and Otto preferred. State price and condition. Address: Engine, Box 9, Grain Dealers Journal, Chicago.

COLLECTIONS.

NOTES, BILLS and Accounts collected anywhere in the United States. H. C. Van Aken, Lawyer, 309 Post Bldg., Battle Creek, Mich. Reference any bank in Battle Creek.

SITUATIONS WANTED.

AS SOLICITOR in Iowa. Have large acquaintance among country shippers. A-1 references. Address: First Class, Box 11, Grain Dealers Journal, Chicago.

HAVE YOU A POSITION any where in the grain business where you can use a man worth \$300.00 per month? If so, address: Prospect, Box 11, Grain Dealers Journal, Chicago.

AS MANAGER of country grain elevator in fair sized town where Catholic church is located. Address: Skilled, Box 11, Grain Dealers Journal, Chicago.

AS MANAGER of Country Elevator, 15 yrs. experience in Grain, Feed & Coal. Good book-keeper. Married. Prefer Iowa or Minn. Address: West, Box 4, Grain Dealers Journal, Chicago.

AS MANAGER where operator is furnished to handle options and cash grain business, by a thoroughly experienced grain man. Personal interview desired. Address: Energetic, Box 11, Grain Dealers Journal, Chicago.

GRAIN, HAY and Implement man experienced in buying and selling, also in management of elevator wants situation. Would consider traveling position. Some experience. Address: Pep, Box 11, Grain Dealers Journal, Chicago.

AS ELEVATOR Foreman, by single man just out of military service. 5 yrs. exp. Can handle steam, gas and electric power and make repairs. 6 mos. R. R. clerk exp. Prefer central states. Write Cott, Box 11, Grain Dealers Journal, Chicago.

AS MANAGER, of Ill. elevator. Farmers' or individual. 2 yrs. experience, grain, coal and feed. At present employed as manager but wish change of climate. 31 yrs old and married. Address: Dent, Box 11, Grain Dealers Journal, Chicago.

MANAGEMENT line country elevators wanted. Omaha territory preferred. 9 yrs. exp. handling grain and side lines including some milling. High school graduate. Married. Can furnish A-1 references. What have you to offer? Give details your proposition first letter. Address: Service Box 11, Grain Dealers Journal, Chicago.

SITUATIONS WANTED

MAN OF LARGE ACQUAINTANCE WITH GRAIN TRADE of Indiana and Illinois wants situation soliciting for grain commission firm. Best of references. Must be A-1 firm. Address:

Hustler, Box 11,
Grain Dealers Journal, Chicago, Ill.

AS MANAGER or second man in elevator, preferably in Indiana and old line house. Experienced and able to invest some capital. Address: Estate, Box 11, Grain Dealers Journal, Chicago.

POSITION AS SOLICITOR or book keeper wanted by grain man of 18 yrs. experience. Now employed and have held present position past 7 years, but desire a change. Address: Book Keeper, Box 11, Grain Dealers Journal, Chicago.

AS TERMINAL BUYER and seller by a clean experienced and thoroughly qualified man now employed. Familiar with Hedging System. Gilt Edge recommendations. Personal interview desired. Address: Buyer, Box 11, Grain Dealers Journal, Chicago.

MALE HELP WANTED.

FEED MIXER—Wanted man experienced in mixing of poultry and horse feed, to take charge of small plant in Western Ohio. Address: Hilo, Box 11, Grain Dealers Journal, Chicago, Ill.

GRAIN SOLICITOR wanted for commission house to travel thru Indiana and Ill. Must be experienced and well acquainted with the Grain Trade. Address: Indian, Box 11, Grain Dealers Journal, Chicago.

EXPERIENCED ENGINEER wanted, capable of estimating and designing concrete country grain elevators. State experience and salary wanted. Address: Exchange, Box 11, Grain Dealers Journal, Chicago.

TRAVELING INSURANCE SOLICITOR AND INSPECTOR for country grain elevator property wanted to cover part of Iowa, S. D. and Minn. Must know how to estimate the value of elevators. Apply in own handwriting, stating salary expected. Address: Inspector, Box 11, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

ONE 25 BBL. Midget Mill, one 50 bbl. Midget Mill for sale. All kinds of new and used Mill machinery. Address H. C. Davis, Mill Machinery, Bonner Springs, Kans.

ONE second hand No. 1 Sidney Double Shoe Corn & Grain Cleaner for sale. Capacity 350 to 550. This cleaner is in A-1 condition. Address: The Philip Smith Mfg. Co., Sidney, Ohio.

SEED CLEANING EQUIPMENT, including one each No. 4 and No. 5 Monitor Cleaner, 130 ft. Elevator Legs; Belting, Cups for 65 ft. Lift. Two 50,000 lbs. Grain Tanks; 4 Richardson Automatic Bagging Scales; 6 electric motors. Write: Texas Seed and Floral Co., Dallas, Texas.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiving Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

MACHINES WANTED.

BATCH FEED MIXER WANTED, 1000 pound capacity or better. State kind, condition and price. Mead Grain Co., Ft. Scott, Kans.

DYNAMOS—MOTORS.

ONE 15 H. P. Electric Motor, Type 1-9-8, 1200 RPM, 3 phase, 60 cycle; 220 volts; with standard base and resistance, practically new; for sale. Farmers Co-op. Ass'n., Lexington, Mo.

MILL WANTED.

WANTED
500 Barrel Mill

Wanted immediately, for export, complete equipment of Mill 500 barrel daily capacity. Machinery must be modern and in good condition and price reasonable.

We are prepared to inspect and buy at once. Please give full particulars. Address

W. H. C., Box 11,
Grain Dealers Journal, Chicago, Ill.

We can ship immediately

BOX CARS

30—60,000 lb. Capacity.

40—80,000 lb. Capacity.

THOROUGHLY OVERHAULED

Pass M. C. B. and I. C. C. Requirements

Also have in stock galvanized

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For Grain Storage

ZELNICKER IN ST. LOUIS

Get Bulletin No. 270. It tells the story in 60 pages. Unusual values in Rails, Spikes, Switches, Engines, Boilers, Hoists, Scales, Locomotives, etc.

Make Your Business
A Christmas Present

that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

GRAIN
DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Seventy-five Cents.

Name of Firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

SEEDS FOR SALE—WANTED

SCALES FOR SALE.

60,000 LBS. CAPACITY Howe Hopper Scale for sale for \$100.00. Have Automatic, reason for selling. Address: B. E. Morgan, Rossville, Ill.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

ONE 8 BU. per discharge Avery Automatic Scale for sale. Used 3 or 4 yrs. Will sell cheap for quick disposal. Address: Scale, Box 11, Grain Dealers Journal, Chicago.

100 BU. HOWE Hopper \$45.00; 200 bu. Fairbanks Hopper \$50.00; 500 Bu. Standard Hopper \$60.00; 100 Bu. Fairbanks \$45.00; 500 Bu. Monarch Hopper \$100.00; 500 Bu. Fairbanks \$150.00. Richardson Scale Co., Wichita, Kansas.

TWO (2) PAIR of Avery Automatic Grain Scales for sale. Used 2 seasons. Hopper capacity 8 bus. wheat. Our reason for selling is that we have installed a railroad track scale which weighs a whole car at a time, and we have no further use for the automatic scale. Almyra Elevator Co., Almyra, Ark.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap.

NATHAN KLEIN & CO. 210 Center Street. New York City.

SCALES REPAIRED AND SOLD
50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.
COLUMBIA SCALE CO.
2439 N. Crawford Ave. - - - Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

HAY FOR SALE.

HAY I buy and sell
Wisconsin Hay.
Write me your Wants.
Edward Wilkinson
Wilton,
Wisconsin.

SEEDS FOR SALE.

TIMOTHY SEED on hand, for sale. Address: James F. Umpleby, Pana, Ill.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples and prices to Walter G. Trumpler, Tiffin, Ohio.

HIGH QUALITY KHERSON of 60 day and Swedish Select Oats WANTED. Also need quality Speltz. Address: Oscar H. Will & Co., Bismarck, N. D.

WANTED.

BALED CORN HUSKS, Timothy and Clover Hay, Oats Straw and Grain WANTED. THE HAMILTON CO., New Castle, Pa.

SCREENINGS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

FOR SALE.

ONE BUSHEL EAR CORN CRATES for sale. Write for prices and sample to Wm. Vollbracht Co., Barry, Ill.

BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

USED BELTING

Large quantity balata, canvas and friction surface rubber belting, A-1 condition. Any size, any length, at prices that are interesting.

National Belting and Salvage Company
609-02 East Water St. MILWAUKEE, WIS.

LEATHER RUBBER BELTING CANVAS STITCHED
An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.
TEUSCHER AND SON MACHINERY SUPPLY CO.
527 N. Second St., St. Louis, Mo.
Send for No. 18A BARGAIN PRICE LIST

Directory Grass Seed Trade

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Wm. E. Busgers & Co., European fancy natural gr. sds.

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Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.

BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass & Dogstall.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAUT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.
Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner Seed Co., I. T., fld. & gr. seeds, ex. imptre.

OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.
Mangelsdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.
Hirsch, Henry, whole. flour, seed.
Toledo Field Seed Co., The, clover, timothy.

WICHITA, KANS.

Ross Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn.

MACHINERY
For Grinding, Elevating and Conveying all kinds of grain of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

Big Stock

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

B. F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

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TIMOTHY SUDAN RUDY PATRICK
ALFALFA
FEED MILLET SEED CO. KANSAS CITY, MO.





Crawfordsville Seed Co.
 Crawfordsville, Ind.
FIELD SEEDS

WHITNEY-ECKSTEIN SEED CO.
 Wholesale Seed Merchants
BUFFALO, N. Y.
 CORRESPONDENCE INVITED

THE HARNDEN SEED CO.
 Field and Garden Seeds—Onion Sets
Write for our Surplus List of Garden Seeds
 505 WALNUT STREET KANSAS CITY, MO.

A. W. SCHISLER FIELD AND GARDEN SEED COMPANY
 53 Years Service Buyers and Sellers St. Louis, Missouri Bag or Car Lots

REGISTERED BRANDS

MINNEAPOLIS SEED COMPANY
WHOLESALE FIELD SEEDS
HARDY NORTHERN GROWN SEEDS OUR SPECIALTY
 ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.
TIMOTHY, CLOVERS, MILLETS
 GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES:
 34TH TO 35TH STS. AND RAILROAD
 AVE. SO., ON C. M. & ST. P. RY.

P. O. ADDRESS: LOCK DRAWER 1546
 OFFICES: 3444 RAILROAD AVE. SO.
 MINNEAPOLIS, MINN.

GRAIN ELEVATORS AND WAREHOUSES:
 35TH TO 37TH STS. AND RAILROAD
 AVE. SO., ON C. M. & ST. P. RY.



SHIP YOUR HAY
 to
ALBERT MILLER & COMPANY
 192 North Clark Street CHICAGO, ILL.

SEND SAMPLES

of
 Timothy, Red Clover, Alsike, Red Top, Hairy Vetch, Bluegrass, Orchard Grass Seed, Rye and Winter Oats, to

The Belt Seed Co.

Importers and Exporters
 BALTIMORE

We can offer D. E. Rape, Imported Orchard, Alfalfa, Crimson Clover and Red Clover.

H. W. DOUGHTEN, 59 PEARL STREET NEW YORK CITY
 Importers, Exporters and Jobbers **Grass and Field Seeds**
 We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

MISSOURI BRAND SEEDS
 Specialists
 KANSAS GROWN ALFALFA
 MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
 KANSAS CITY, MISSOURI

The J. M. McCullough's Sons Co.
BUYERS—SELLERS
 Field and Garden Seeds
 CINCINNATI - - OHIO

The Mangelsdorf Seed Co.
 Sweet Clover, Alfalfa,
 Soudan Grass, Millet, Rape.
 ATCHISON KANSAS

Write to Kellogg

We are paying top-o'-the-market prices for

ALSIKE
 RED CLOVER
 WHITE CLOVER
 ALFALFA
 SWEET CLOVER

Send us Samples

Whenever you're in the market—to buy or to sell—in carload lots or less—it will always pay you to write to Kellogg.

Kellogg FIELD and GRASS Seed Co.
 184-5 FLORIDA ST. MILWAUKEE, WIS.

SEEDS FOR SALE—WANTED

The S. W. Flower Co.

**WHOLESALE
FIELD SEED
MERCHANTS**

SPECIALTIES
**RED CLOVER, TIMOTHY
ALSIKE**

**TOLEDO
OHIO**

Farmer Seed & Nursery Co.

Growers of Northern Grown
**SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA**
FARIBAULT - - MINN

IOWA SEED CO.

DES MOINES, IA.

Wants to buy or sell seeds

We are buyers of

**Clovers, Timothy and Alfalfa
SEEDS**

Send Samples

L. TEWELES SEED COMPANY
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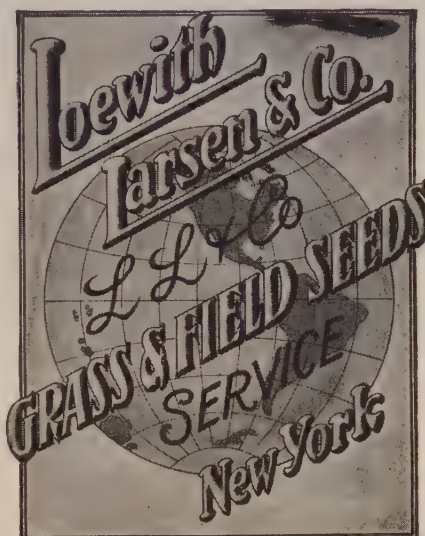
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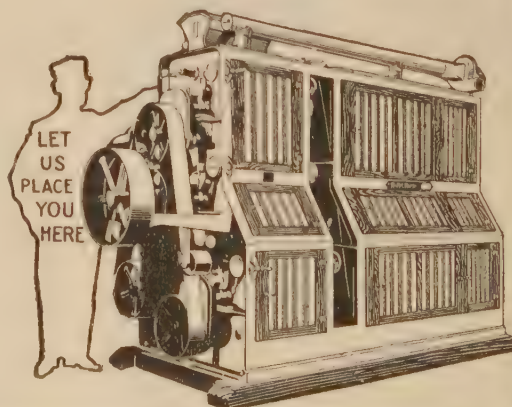
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GRAIN DEALERS JOURNAL

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, DECEMBER 10, 1919

FLAXSEED futures proved rather slippery for the Duluth Board, and the Minneapolis Chamber of Commerce monkeyed with this buzz-saw for a single day and then quit.

COLORADO dealers now are struggling with the problem of refunding to farmers after the wheat has been shipped and sold and the profit does not leave a sufficient margin.

THE RESTLESS spirit of the day is leading many successful grain merchants to sell elevators they will be glad to buy back at advanced figures before they find any other business they will like half as well.

SALVAGE grain always nets greater returns when the firemen cannot get water. The loss on grain in many elevators is more than doubled by the unnecessary soaking given the ruins. Frequently more damage is done to the grain by water than by fire.

THE RAILROADS will probably soon be returned to their owners and, no doubt, early efforts will be made to relieve them of the unnecessary employees and excessive expenses which have unnecessarily been forced upon them, so that improved service may be confidently expected in the near future.

THE NUMEROUS items we are receiving telling of the installation of feed grinding equipment points to a rapid increase in the demand for ground feeds of all kinds. Operators who have been charging ten cents a hundred for grinding owe it to themselves to investigate their increased cost of equipment, power and labor and readjust their prices in keeping with their costs.

RAILROADS are preparing to demand greatly increased freight rates, a factor which may reduce the net returns from much of the grain now in country elevators because cars are not obtainable.

A DEGREE OF COURAGE seldom found in public office was shown by the Wheat Director in taking the embargo off wheat imports and exports before the expiration of the government guaranty. Too many government bureaucrats, like our good friends to the North are keeping their wheat trade enmeshed in red tape.

END OPENINGS in box cars admit more hoboos and thieves than freight. When tramps leave them open pilferers are tempted to steal. Grain shippers lose so much by the open end doors they are fully justified in protesting against such openings and in nailing them shut before loading grain into the cars.

THE SEC'Y of Agriculture in his annual report requests that Congress appropriate funds to maintain a co-operative organization promoter in each state. Evidently the sec'y considers the businessman and merchant a negligible factor commercially and politically; and that it is politically safe to collect taxes from the merchant and use the proceeds to destroy their business.

CROP reporting service by the state and nation is duplicated in some states with discredit to each agency and dismay to students of the contradictory figures. Every one interested will be glad when both agencies in all states are harmoniously working together for improved reports, reports which can be depended upon for the truth about acreage, condition and yield.

THE NON-PARTISAN League is holding a conference in St. Louis this week for the purpose of laying plans to gain control in Kansas and Missouri. Its agitators have done considerable work in these states during the past two years and are still soliciting memberships at \$16.00 per. In view of their disastrous work in North Dakota it would seem the duty of all good citizens to take an active part in checking their propaganda at every opportunity. It is founded on the selfish ambitions of one man who hesitates to sacrifice nothing in order to obtain his end.

GRAIN SHIPPERS who have loss and damage claims against the railroads owe it to themselves to bring suit on their old claims before the autocratic claim agent seeks to justify their rejection by the 2-year-and-a-day clause printed on the back of the Bs/L. No one believes in the validity of such limitation of the carrier's liability, but so long as the claim agents are able to bluff claimants with this clause it answers fully the purpose for which it was printed on the Bs/L. Some claim agents have intentionally drawn out the discussion of the merits of claims until the specified limit of time for beginning suit has expired. Then they laugh at the claimant. All of this can be prevented by bringing suit on these claims before a specified age has been attained.

IF THE PUBLIC FAILS to take hold and buy liberally of the straight wheat flour to be offered by the government it will prove the public is not so strenuously opposed to profiteering as local food administrators would have us believe.

THE HALOS which Congressman Adamson and his eight-hour friends have been piling high on the heads of labor unions seem to be turning into black horns, or else the public is just awakening to the persistent ignoring of its rights and interests by Government officials. That coal strike injunction does not seem to be placing much fuel in the empty bins.

ELEVATOR MEN who have experienced trouble with weevil in the present crop can easily take advantage of the cold weather which so numbs these pests that they can readily be blown out of the grain and burned. While they are seldom active in real cold weather it is to the advantage of every grain owner to get rid of them at the earliest date possible.

THE PREMIUMS now being paid for choice lots of wheat above the guaranteed price are so liberal as to prompt one to wonder what prices would have prevailed for the crop had the Government taken its hands off when the new crop started to move. Country elevator operators who are expert judges of quality in wheat can well afford to pay the top price required by the Government's guarantee and still make a good profit on each carload of superior milling wheat.

SO MANY licenses of grain dealers and millers are being cancelled by the U. S. Grain Corporation, the conviction is growing that the average grain dealer deeply resents the Government's interference with his business. If the war regulations and restrictions are to be terminated June 1st as originally contemplated, it is up to the grain dealers to forestall any new legislation providing for regulation on the next crop by protesting vigorously and frequently to their representatives in Congress. The war is over, tell them where to head in.

WHEAT in large quantities is still piled on the ground in Western Kansas and Nebraska and Eastern Colorado. The grain elevators are full and the farmers are unable to market any more of the crops produced. The prices prevailing in the terminal markets are very attractive but the inefficiency of the railroads stands between the farmers and these prices. The general impression prevailing with the shipping public is that never before has such a bungling gang of inefficient boneheads broken into the railroad service as during the last year. It is said that the railroads have been loaded down with inexperienced helpers by political promoters until the salary list is double what it needs to be. Box cars were never offered shippers in such wretched condition, and yet there are some wild-eyed theorists who are still prattling about the beauties of government ownership and operation of railroads.

GRAIN DEALERS who during the last two or three years have sat up many nights and worried all day trying to make out detailed statements to the liking of the red tape artists of the Federal Trade Commission will weep tears of joy if the investigation recently ordered by the U. S. Senate discloses the disposition on the part of the Commission to make trouble for business rather than to help it to better conditions.

THE MINIMUM weight increase expiring Mar. 31 makes such an infinitesimal saving that it would have been unnecessary if the U. S. Railroad Administration had been diligent in repairing freight cars. The percentage of cars undergoing repairs has nearly doubled under government management and it is said 87,000 cars now are held out of service for this reason. On the upkeep of the tracks the railroads now are 6,000 miles behind their pre-war standard.

CONTROL by grain exchanges of transactions under their rules was greatly strengthened by the approval of the "call" rule; and now the limitation of prices of cornered grains by a Board of Trade committee has been approved by the Chicago municipal court, giving the officials the full power to maintain the organizations. Those who wish to make a contract for future delivery absolute and unchangeable as to price can do so outside of the exchange; and if they do the burden of enforcing the contract will be borne by themselves alone without the aid of the exchange.

Improper Application of Iron and Steel Siding.

Grain elevator owners generally recognize the greater protection offered their elevators and contents by steel roofing and siding. Yet many of them, hoping to profit by the liberal credit offered by the mutual fire insurance companies specializing in grain elevators and their contents for fireproof roofs and siding, do make some effort to protect their property and do put on iron or steel roof and siding, but many complain that the wind and the settling of their cribbing frequently puts such roofing and siding to the bad, with the result that the rain blows in on their grain.

Builders of experience insist that the fault is not one of material but of workmanship. Too many Jacks-of-all-Trades are permitted to apply the roofing and siding, with the natural result that it is improperly applied and leaks are to be expected. However, the work of proper application invariably constitutes a large part of the expense of the covering and it would seem that after first-class material has been obtained special thought should be given to its proper application that the protection desired may be secured for years to come.

The elevator man, who in disgust with poor workmanship, tears off his iron or steel and replaces it with wood shingles and siding not only pays 60c a hundred more for his insurance, but he immediately places his elevator in a class which will not be accepted by some of the more careful mutual insurance companies specializing in grain elevators.

NEVER BEFORE have we received so much news regarding prospective improvements in grain elevators as recently. Evidently 1920 is to be the banner year in elevator building and improving.

NORTH DAKOTA has a law requiring grain dealers to clean all deliveries of farmers' grain and return immediately all dockage from each lot of grain to the farmers. A careful investigation of the conditions existing in that state by the State Grain Inspection Department discloses the sad fact that only 63% of the elevators of the state are equipped with machines necessary to clean the grain, so they cannot comply with the law. Doubtless, the enforcement of such a law would prove beneficial to the grain elevator operators as well as to the grain growers. Paying wheat prices for screenings and dirt is a very careless and expensive practice and one which is sure to force heavy losses upon those who do not adjust their price or weight to allow for worthless, foreign matter contained in the farmers' grain. When all the dockage is returned to each farmer he soon comes to realize that he can get paid only for clean grain and he will not waste time and labor mixing in worthless foreign matter. Then, too, the early removal of the screenings and dirt will effect a reduction in the dust explosion hazard for all who handle the grain on its way to the consumer.

Another Grain Dust Explosion.

The recent explosion of grain dust in a grain tank of the H. O. Mills, Buffalo, makes the seventh dust explosion in grain storehouses this year.

While the damage to property by the last Buffalo explosion of grain dust was not great, three men were so badly injured that they were taken to the hospital. A Kansas elevator builder who has recognized this hazard, is already attaching fans to receiving leg heads in the hope of pulling the dangerous dust out of the grain and reducing the explosion hazard to the plant so equipped, as well as to the terminal elevators handling grain from these "dustless" country elevators.

Much of the dust in grain elevators comes with the grain from the threshing machine. The dust contains no food value altho in the past some poorly equipped mills have attempted to use it in the manufacture of flour. There seems to be no good reason why the elevator man should pay a farmer for worthless, dangerous grain dust any more than he should pay him for scrap iron, whittle trees and other articles occasionally left in grain by mistakes (?). The sooner the grain dust is removed the less the danger in handling the grain.

Seven explosions of grain dust in one year should be enough to place every elevator operator on guard and induce all to adopt every known facility for removing the dust as early as possible. Some elevator designers are now planning more openings in all working stories in the hope of blowing out more of the dust, and the designers of dust collecting equipment, no doubt, will be able to assist much more than they have in the past in eliminating this danger from elevator operation.

The Coal Strike.

All grain dealers, whether they handle coal or not, will welcome the settlement of the coal strike and the return of the miners to their work, but they will also demand the enactment of some law which will prevent future recurrences of the plight in which the general public now finds itself.

The long, drawnout dispute between the miners and operators has effected such a great reduction in the supply of fuel that, not only are countless thousands suffering from lack of artificial heat, but business over the entire country is crippled beyond repair. Terminal storage, transfer and cleaning elevators as well as flour and feed mills must soon cease operation and the entire grain trade must stand idle from lack of fuel. The Nation's food supply must remain on the farm until the union leaders see fit to order the miners back to work.

Industry is making a futile effort to function on half time with half the usual power, heat and light, and the cost of producing all products is so greatly increased that the price must be increased to the consumer. If all organizations of workers as well as employers were made responsible to the public for the great inconvenience and suffering thrust upon it by their long, drawnout disputes they would voluntarily and persistently strive to settle all controversies by arbitration, a plan which generally results in fair and equitable treatment for all.

The long established practice of manufacturers and laborers in arbitrarily refusing to perform their usual functions unless under conditions entirely satisfactory to themselves and without any consideration for the rights of those served is a practice which must be discarded if our nation is to progress.

The loss to the nation in lives and property by the coal strike will be many times the increased gain to the miners even tho they continue to mine coal a thousand years, at the advanced wage asked. It is not within their power to reimburse the public for its loss and suffering, but if the offenders were severely penalized, no doubt, they would hesitate a long time before attempting to strangle the nation.

The cancellation of trains will effectually bar many country shippers from forwarding their grain and force many to suffer heavy losses where profits were prospective. The extravagances of the war made necessary too many unreasonable and unfair concessions to organized labor and it is but natural that the radical leaders have been encouraged by those in authority to expect even greater consideration. The war is over and both the Government and industry needs to return to sane methods and normal practices at the earliest possible moment.

The frequent, unwarranted increase in costs of everything is even now straining many lines of business almost to the breaking point, but when big business does start to break, it means disaster for all. Our industrial fabric is so interwoven that it is impossible to crush one line without in a measure afflicting all others.

While everyone will gladly and quickly return to his work as soon as the fuel supply is

ample to permit of it, still none will feel secure or rest easy until a recurrence of our compulsory industrial suspension is taken from the hands of the autocratic, unreasoning labor leaders.

The Hour of Filing Telegrams.

The hour at which telegrams are filed with the telegraph company for transmission is oftentimes of vital importance to the recipient of the message. The grain dealers of the country persisted in demanding that the filing time be stamped on the copy of each message delivered to the addressee until the Western Union Telegraph Co. granted the request. But other companies seem to have ignored the demand of the grain dealers who have always been large users of the wires.

Recently the failure of other companies to stamp the hour of receipt on each telegram has been brought to the attention of the Milwaukee Chamber of Commerce and its directors have adopted vigorous resolutions emphasizing the importance to grain dealers of having the time of filing appear on each message.

Grain values change so many times each day it is almost necessary that recipients of messages know the hour each was filed in order to fully comprehend the situation as outlined by the sender of the telegram. The hour and minute of filing greatly increases the value of the telegram to the recipient and increases the value of the service performed by the telegraph company sufficiently to justify all such companies supplying the needed information, and all will do it if the trade persists in its demands.

Leaking Grain.

Railroad claim agents who doubt that grain laden cars leak in transit or at destination will find much illuminating information on this point in the reports of car inspectors at Minneapolis, Peoria, Chicago, Toledo and Milwaukee, which were published in the last two numbers of the Journal. Elsewhere in this number will be found similar information regarding cars seen leaking grain at Kansas City. The cause of this waste is generally traceable direct to wornout box cars or rough handling by the train crews. Evidence compiled by the inspectors of the Grain Bulletin at Minneapolis seems to prove that many of the leaks are traceable direct to old cars of railroads not interested in the transportation of grain.

During August, September and October, its two inspectors saw 1564 cars leaking grain in the Minneapolis yards or the grain was unprotected, due to defective equipment such as side door, hasp or clasp missing. While two men cannot be expected to cover such a large territory thoroughly, still their reports must reflect the general character of all cars leaking.

Eleven of the leaking cars belong to Pacific Coast roads; 342 to Southwestern railroads; 90 to railroads south of Chicago; 269 to railroads east of Chicago; 252 to Eastern railroads; 30 to Southeastern roads; 77 to Southern roads; 71 to Canadian roads, and 389 to local roads operating in the territory tributary to Minneapolis.

Railroads using foreign equipment hesitate to put them in prime condition for transporting grain, but they pay most dearly for their reluctance because the enforced use of old wornout box cars is sure to prove most expensive for the carrier as well as the shipper of grain.

It is to be deplored that any grain shipper should be even permitted to entrust the transportation of high priced grain to old wornout equipment, but if the sensational reports of leaks which we have published in recent numbers are worth anything to grain shippers in the land, then all of them should refuse to load their grain into unserviceable cars until they have been repaired and made grain-tight.

Rental of Elevator Sites Must Be Reasonable.

The growing disposition manifested in late years by railroad companies to raise the rentals of elevator sites and to force unreasonable liabilities on the lessee has for the first time received a substantial check in the ruling by the Iowa State Board of Railroad Commissioners published elsewhere in this number of the Journal.

Altho the Iowa statute expressly confers jurisdiction on the state commission, the commissioners of other states could well be guided by this decision, based as it is on broad grounds of public policy. The same consideration that the grain elevator operator furnishes a depot for freight free of charge to the railroad company is as good in other states as it is in Iowa.

The claim by the railroad company that "it is entitled to the highest return it can obtain for the use of the land" is effectively disposed of by the commission's finding that the railroad company has a complete monopoly of sites on the right of way and that "To recognize that the carrier may exercise its discretion as to the charges it would make for a site for shipping facilities and demand the highest rentals it could obtain and to take advantage of its situation would be to permit a public service corporation to use property devoted to a public use in an oppressive manner."

The commission also holds that the elevator operator should no more than the scoop-shoveler be required to pay for track maintenance, as he gets no more use of the track than the track shipper.

Another telling point made by the commission is its finding that "grain can be loaded on team track from wagons, but it usually takes about two days to load a car. A like car is loaded thru an elevator in 3 or 4 hours, making a great saving in car use."

The conclusion stated by the commission is that it would be manifestly unfair for the carrier to be permitted, now that the people have invested large sums in the construction of their elevators, to exact such rental as the advantage of its position might enable it to command or that the owner of private property could command.

If exact justice were done the country grain shipper he would be paid a loading fee on every bushel loaded by him instead of being required to pay a rental for the site of his elevator. Most of the early elevators were constructed by the railroads and leased to grain shippers for a nominal rental.

Rights of Bona Fide Purchaser of B/L.

The Omaha Grain Exchange on Oct. 18, 1919, won its suit against William B. Weekes and the National Surety Co. to recover a balance of \$2,993.05, the purchase price of five cars of grain separately sold by the Holmquist Elevator Co., the Vincent Grain Co., and the Beal-Vincent Grain Co., the latter two being practically the same company, to William B. Weekes, doing business as the Weekes Grain Co. These parties will be hereinafter referred to as Holmquist, Vincent, and Weekes, respectively.

Weekes and the three sellers were all members of the Omaha Grain Exchange, and to the exchange the several claims for the unpaid purchase price were assigned for collection.

The exchange, to secure to the sellers payment for all grain purchased by Weekes on its trading floor, had, pursuant to its rules, exacted of him a bond in the penal sum of \$10,000. The bond sued on was executed by the National Surety Co. Weekes became insolvent and was unable to pay the claims in controversy. Neither Weekes nor the Weekes Grain Co. made any appearance in the case and as to them a default was entered.

The three sellers at the time the sale was made delivered the five Bs/L to Weekes, and, pursuant to a custom of the exchange, Weekes gave to the respective sellers a separate receipt for each of the five Bs/L covering the grain purchased. Within a day or two Weekes sold four of the cars of grain to the Van Wickle Grain & Lumber Co., to whom he delivered the four Bs/L and from whom he accepted four of the same kind of receipts for the Bs/L that he had given to the sellers. The receipts are all the same in form. A copy follows:

"Omaha, Neb., June 21, 1916.
"No. ——. Received of the Weekes Grain Co., of Omaha, Neb., B/L executed by the C. & N. W. R. Co., and dated at Verdell, Neb., covering a car of wheat, for which the undersigned agrees to pay to the Weekes Grain Co. the sum of 91 cents per bushel within seven days from date hereof, or if not unloaded, will advance 75 per cent of the value upon surrender of this receipt. Said B/L describes said car as No. 139036 Initials C. N. W. capacity 49630 pounds. It is agreed by us that the title to said B/L and contents of said car shall remain in the Weekes Grain Co. or their assigns until the undersigned has paid the Weekes Grain Co. or their order, the entire purchase price of said grain at said rate. Upon full payment to the Weekes Grain Co., or order, of said purchase price as aforesaid, and the surrender of this receipt, the title to said B/L and contents of said car shall pass to the undersigned.
"Van Wickle Gr. & Lbr. Co.,
"By E. Thompson."

Shortly thereafter, Weekes procured loans from the Corn Exchange National Bank, giving his notes therefor, upon which \$3,698.27 remains unpaid. At the time the loans were made and as collateral security therefor, he gave to the bank the four Van Wickle receipts and the B/L covering the remaining car of grain.

Soon afterwards Weekes became insolvent. The sellers, not having been paid, then began separate replevin suits in the district court at Council Bluffs, Iowa, to recover possession of the grain.

The Supreme Court of Nebraska said: The receipts on which Weekes obtained the money from the bank on the face are regular. The presumption would be that they spoke the truth. A person to whom they would be presented for negotiation would, from the recitals thereon, naturally presume that they would not have been issued unless the holder was the owner of the Bs/L. The receipts were apparently issued pursuant to section 9, art. 6, of the by-laws of the exchange. So much of the rule as is here applicable follows:

"Where a B/L is transferred and the party receiving the same issues and delivers to the person surrendering the B/L a receipt therefor, stating that the title to the grain covered by said B/L shall remain in the party holding said receipt, until the same is fully paid for. The person issuing such receipt is hereby prohibited from accepting or receiving advances on such B/L, or negotiating the same, so long as the receipt therefor is outstanding."

While there is no evidence that any of the bank officers knew of the existence of the rule, nevertheless, under the circumstances, even if

[Continued on page 1024.]

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Who Runs This Company?

Grain Dealers Journal: I enclose herewith a circular sent me by the Imperial Cotto Sales Co., Inc., of Chicago. Can you advise me if the same men are operating this company as formerly conducted business under the name of the Imperial Cotto Milling Co.? The brands used seem to be the same. I bought five cars from the Imperial Cotto Milling Co. in 1915 and never received anything. My loss was \$625.00.—G. B. R.

Ans.: Careful investigation here discloses that Max Cohn who is now running the Imperial Cotto Sales Co. is the same man who ran the Imperial Cotto Milling Co.

Carrier Liable for Short Count.

Grain Dealers Journal: On a shipment of 400 bag car beans there was a shortage at destination of 8 bags. The B/L called for 400 bags so did the invoice of the shipper, but the receiver checked 8 bags short, so did the railroad agent at destination and notation made on the expense bill accordingly. Claim was filed with the railroad and refused on the ground that the shipment moved thru without transfer and seals of the car not disturbed. Should the railroad pay this claim or not?—Geo. W. Smith.

Ans.: The railroad company should pay the claim, as it is liable for the full number of bags called for by B/L, and the perfect seal record is no defense.

To Speed Up Elevator.

Grain Dealers Journal: The grain cups on my belt are 12 inches apart. When the belt runs at ordinary speed it elevates too slowly. I have decided to put a V-shaped cup between the real grain cups. Can the Journal advise me whether this will work and if the cups will clean by having them that close?—Henry Freyborg, Rock Rapids, Ia.

Ans.: Each elevator leg has every part adjusted to the other parts, as to dimensions and speeds, so that no change can be made without making a corresponding allowance elsewhere. If the number of cups is double the power may not be sufficient. The V-buckets will clean if run fast enough. The better course would be to take off the old buckets and put on all new V-buckets closer together and run at increased speed.

Decisions on Leakage of Grain.

Grain Dealers Journal: I have a suit for Lefe Farmer of Eldorado, Ill., against the Illinois Central Railroad for the loss of wheat on account of leakage of cars. It has been suggested to me that the Journal might possibly furnish me with information and perhaps citation or authority from late cases which might not be reported in this state, or with citations of cases in other states to which I may not have access.

If the Journal can do so it would be greatly appreciated.—W. C. Kane, lawyer, Harrisburg, Ill.

Ans.: Shippers have recovered judgment in cases where their proof of amount loaded into the car was good. Following are a few of the cases:

Watson v. M., K. & T. Ry. Court of Civil Appeals of Texas. 157 S. W. 438.

Northwestern Elvtr. Co. v. Great Northern Ry. Supreme Court of Minnesota. 141 N. W. 298.

St. Anthony & Dakota Elvtr. Co. v. Great Northern Ry. Supreme Court of Minnesota. 149 N. W. 471.

National Elvtr. Co. v. Great Northern Ry. Supreme Court of Minnesota. 163 N. W. 164. Same parties, 164 N. W. 79.

Morris v. Minneapolis, St. Paul & Sault Ste. Marie Ry. Supreme Court of North Dakota. 141 N. W. 204.
State Elvtr. Co. v. Great Northern Ry. Supreme Court of Minnesota. 158 N. W. 399.

What to Do with Claims Years and a Day Old.

Grain Dealers Journal: We would be pleased to be advised as to what to do with 1917 railroad claims that have exceeded two years and a day.—R. P. Barrett & Son, Wilmington, O.

Ans.: There is no foundation for the two years and a day limit other than the clause in the B/L, which the Interstate Commerce Commission may at any time strike out or alter to allow more time. Under some statutes 6 years are allowed for certain classes of suits, and the Commission in prescribing a new rule could reasonably allow much more time or could provide that the limitation does not begin to run until after carrier has informed shipper that his claim is refused.

A shipper having an old claim is advised to keep his papers in order until a decision is rendered by the Interstate Commerce Commission in the case of Jacob E. Decker & Sons, involving the time limit. Walter E. McCornack, attorney for complainants, expects a decision next month. Readers of the Journal will be advised of the result. In the opinion of the Journal the Commission is likely to modify the clause in the B/L so that failure of the claim agent to pay or refuse a claim will deprive the carrier of the limitation.

How Can Dealer Refund After Wheat Has Been Sold.

Grain Dealers Journal: We have been ordered by the government to refund to the farmers 4c per bu. in remuneration for wheat for which the government says that we have not paid enough. What are we grain men going to do? It seems as if the government is bound to break us.—Farmers Union Co-operative Elvtr. Co., Laird, Colo.

Ans.: The proper course for the dealer is to at all times follow the regulations of the Wheat Director; and one of these is that the farmer who neglects to make complaint when he delivers the wheat cannot thereafter come back on the dealer for a refund. Besides making complaint the farmer must send a sample of the wheat to the vice-pres. of the Grain Corporation. No one can set aside this rule, not even the vice-pres. of the Grain Corporation. So that before paying any ordered refund the dealer should satisfy himself that complainant has complied with all the rules, and made complaint to the dealer at the time of sale.

A similar case in which the vice-pres., H. D. Irwin, ruled in favor of the grain buyer is reported fully on page 847 of the Grain Dealers Journal for Nov. 10, that of Bosson v. McComas.

License for Grinding Feed?

Grain Dealers Journal: Will the Journal kindly tell me if I am required by any federal law to have a license for any grinding that I may do on my grinder. I heard indirectly that a license is necessary. I have a small grinder on which I grind oats, corn, and barley for my own use and for sale as well. I will appreciate any information.—A. Rynkszel & Son, North Chicago, Ill.

Ans.: Until the President issues a proclamation to the contrary all the food license requirements remain in effect. The wheat director's license is not required of one not handling wheat; but anyone grinding for sale oats, corn and barley requires the food administration license, which is obtained by application to the License Division of the U. S. Food Administration, Washington, D. C.

The enforcement division of the Food Administration issued the following announcement July 15, which is now in effect:

Until proclamation to the contrary by the President, United States Food Administration license is required by all persons, firms, corporations and ass'ns engaged in the business of importing, manufacturing or distributing wheat, corn, oats, rye, barley or sugar, or in the business of importing or manufacturing wheat flour or wheat mill feeds or in the business of operating elevators and warehouses storing wheat, corn, oats, rye or barley.

In addition to the United States Food Administration license, a license by the United States Wheat Director is required by all persons, firms, corporations and ass'ns engaged in or carrying on the business of storing or distributing wheat or manufacturing, storing, or distributing wheat flour, and all persons, firms, corporations and associations who manufacture, either wholly or partly from wheat flour, bread or other bakery products for sale.

Changing Steam Exhaust.

Grain Dealers Journal: Will the Journal please answer the following questions: We have a 40 hp. steam engine with a 4 in. exhaust pipe. We want this exhaust pipe to discharge into a 30 in. sewer pipe. This line of pipe is 200 feet long; open at both ends. Exhaust pipe enters about the middle of the line. We want the steam to escape at the lower end, which is about 2 ft. the lower.

We thought of putting an "L" on the end of the exhaust pipe toward the desired end, but it is a big gap in this case and we wouldn't like to get the result without the expense of experimenting. At present it comes out at upper end.—Morris & Stone, Mattoon, Ills.

Ans.: Charles McDonald, a steam expert with the Allis-Chalmers Mfg. Co., suggests four ways of dealing with the problem:

The installation of a trap at the upper outlet of the sewer, which would permit water to flow out and still retain the steam, forcing it out of the lower end.

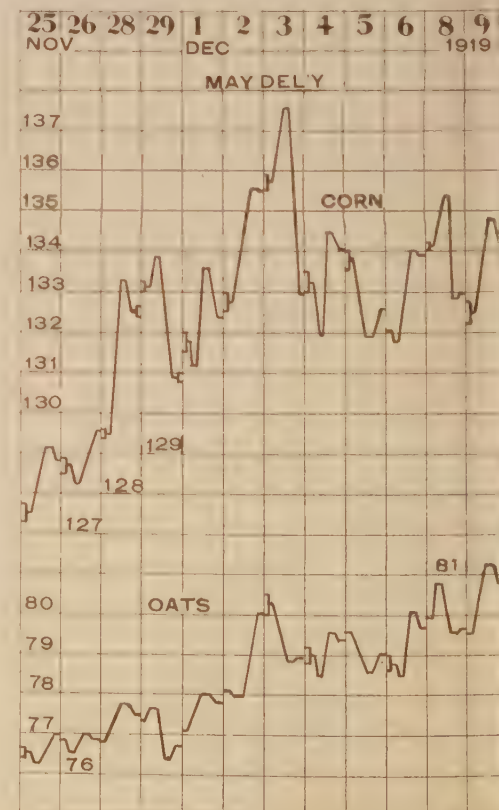
Placing an "L" on the lower end of the exhaust. It would not be necessary to have the "L" more than 6 inches long. When once the steam had been forced in that direction and the walls of the sewer warmed, steam would follow naturally.

Placing baffle boards in the upper sector of the arch of the sewer toward the higher outlet. If this can be done without interfering with the carrying capacity of the sewer, which would hold the steam and tend to force it in the other direction.

A combination of the "L" and of a single baffle board placed immediately behind the exhaust in the direction of the upper outlet. A short "L" is all that would be required. This company installed a steam plant at De Kalb, Ill., in which the steam exhausted into a sewer and escaped half a mile away, with a downward flow. In this case, there was no upward escape for the steam. The expense of baffle boards, and even of the short "L" would be slight.

Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith.



Suits Started for Loss of and Damage to Grain.

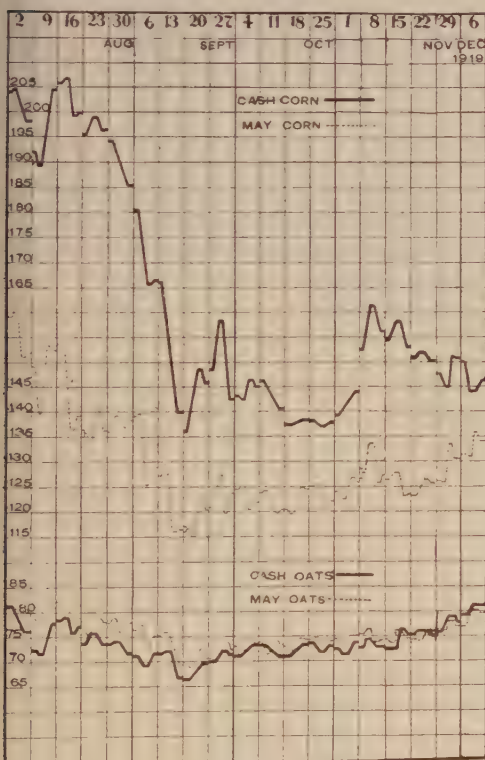
The Farmers Elevator Co., of Ashkum, Ill., has started suit against the Illinois Central Railroad for loss of grain in transit amounting to \$1,000. The Mt. Pulaski Grain Co. of Mt. Pulaski, Ill., has also started suit against the Illinois Central for \$400 for loss resulting from decline in market value due to delay in transit.

The Farmers Elevator Co., of Coon Rapids, Ia., has started suit against the C. M. & St. P. Ry. Co. for \$700 for loss resulting from deterioration in quality of corn from a delay of thirteen days in moving car from point of unloading in Chicago after disposition of the car had been made. Owen L. Coon represents the shippers in all of these suits. Their ultimate outcome will be watched with interest.

HOWARD ELLIOTT, pres. of the Northern Pacific, estimates that the deficit in the operation of the railroads for the year 1919 will amount to \$350,000,000. If this estimate proves good, the deficit for two years will run up to \$585,000,000. During the first nine months of this year the railroads failed to earn their "standard return" by \$235,000,000.

Cash Corn and Oats Fluctuations from July 27 to Dec. 6.

Opening, high, low and closing average prices of No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day several cents above or below extreme charted. The May future is shown by the dotted line for comparison.



Validity of Oral Contracts in Illinois

The old 1874 Statute of Frauds is still in effect in Illinois, unmodified by the more recent Uniform Sales Act. The Supreme Court of Illinois so held Oct. 27, 1919, in deciding in favor of a farmer defendant, Morris Kane, in a suit brought by the Farmers Grain Co., of Charlotte.

The defendant filed a plea averring that the contract was for the sale of grain of the value of \$500 and upwards; that the plaintiff did not accept or receive any part of the grain, and no part of it was delivered to it; that it gave nothing in earnest to bind the contract, or in part payment; and that no note or memorandum in writing was signed by the defendant or his agent.

The Supreme Court said: The title of the Uniform Sales Act is: "An act to make uniform the law relating to the sale of goods." It consists of 78 sections, and covers very fully the law of such sales, including the formalities of the contract, its subject-matter, its conditions and warranties, express or implied, and their effect, its interpretation, and the rights and remedies of the parties to it. Section 4, which appears under the caption "Formalities of the contract," is as follows:

"Sec. 4. Statute of Frauds.—(1) A contract to sell or a sale of any goods or choses in action of the value of \$500 or upwards shall not be enforceable by action unless the buyer shall accept part of the goods or choses in action so contracted to be sold or sold, and actually receive the same, or give something in earnest to bind the contract, or in part payment, or unless some note or memorandum in writing of the contract or sale signed by the party to be charged or his agent in that behalf."

Our statute of frauds is chapter 59 of the Revised Statutes of 1874. It has been unchanged since its adoption. The Uniform Sales Act does not change it. It is applicable to the same cases in the same way as before the passage of that act, and applies to no case since the passage to which it did not apply before. Section 4 of the Uniform Sales Act applies to no case to which the statute of frauds applies, except that, if a contract for sale of chattels of the value of \$500 or more were of such a character that it could not be performed within a year, it would be subject to the provisions of section 1 of the statute of frauds as well as section 4 of the Uniform Sales Act. This did not modify in the least the operation of section 1 of the statute of frauds. The use of the words "Statute of Frauds" as a subhead for section 4 does not make that section purport to be an amendment of chapter 59 of the Revised Statutes. Section 4 relates to a subject which might properly have been included in that chapter. The title of the act which constitutes that chapter is "An act to revise the law in relation to frauds and perjuries," but every subsequent act which deals with frauds or perjuries will not, therefore, be regarded as amendatory of it. The act in question purports to be an independent act, dealing with the subject of sales of personal property. The character of an act as amendatory or independent legislation must be determined by a comparison of its provisions with those of previous laws. An act which neither restricts nor enlarges the scope of the previous law, and does not modify its application, cannot be amendatory of the previous law, and that is the case here.

The judgment is affirmed.—124 N. E. Rep. 628.

Appreciates Leak Reports.

Grain Dealers Journal: We think very highly of the Journal's "Leaking in Transit" column. We are not able, however, to help report leaks as if there are no loaded cars of grain passing thru this station, but we give our sincere thanks to the boys who have the opportunity and do report the leaks.—H. W. Linder, Mgr. Leonore Farmers Elevator Co., Leonore, Ill.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

L. S. & M. S. 47,587 passed thru Templeton, Ind., Dec. 6, leaking yellow shelled corn at side of car. Train did not stop.—E. H. Stembel, Kennedy Bros.

M. K. C. 93,679, a car of 60,000 bus. capacity, was set out for repair, leaking at the draw bar, at Gregory, Mo., on Dec. 2. The car contained corn. It was plugged up with waste at the leaking point and was picked up going south the following day. I did not learn where it was from; seemed to be yellow, shelled corn.—Henry Lauth, Donnellson, Ia., R. F. D. No. 2.

M., K. & T. 80245 passed thru Scotland, S. D., Dec. 1, leaking oats at one end; also C., M. & St. P. 502342 loaded with barley, one door not sealed.—F. L. Wheeler.

P. R. R. 536,854 passed thru Rosston, Okla., Nov. 22, leaking wheat freely on right hand side over the truck at the bottom of the siding, directly under the number of the car. Siding was pulled loose from the sill. The train did not stop long enough to have leak repaired. Told brakeman about it.—Farmers Elevator Co., C. A. Christy, mgr.

C. B. & Q. 116,924 passed thru Rosston, Okla., on W. F. & N. W. leaking grain at sill on side of car; also S. P. 36,465 leaking at doorpost and drawbar.—C. A. Christy, mgr., Farmers Elytr. Co.

S. P. 80068 was leaking yellow corn over drawbar, also from side of car at Galva, Ill., on Nov. 8. It is said car came from Alpha, Ill. Car inspector here fixed it in good shape.—Hefebower & Peterson Grain Co., Vern L. Marks, Mgr.

C., B. & Q. 106840 passed thru Huron, Kan., northbound, Nov. 6, leaking wheat between siding and car sill on side near door.—Cain Brunt.

Cars Leaking Grain at Kansas City.

Editor Grain Dealers Journal: I am enclosing herewith a statement of the number of cars of grain arriving at Kansas City, which were inspected and weighed by the Missouri State Grain Inspection and Weighing Department from July 15th, 1919, to Nov. 15th, 1919, and the statement also shows the number of cars found to be leaking grain by Inspectors and Weighers of this Department at the elevators, warehouses and mills where the cars were unloaded.

The total number of cars arriving at Kansas City from July 1st, 1919, to this date, was 27,754, all of which were inspected and graded by the Missouri Department on arrival in the railroad yards, but of that number only 17,663 cars were ordered to elevators, warehouses and mills for storage or transfer and were weighed by the Missouri Department. Therefore, this report, as to leaks found on the cars, applies only to the 17,663 cars which were examined by State Weighers for leaks at the place of unloading or transfer.

Of the 17,663 cars taken into storage or transferred, under the supervision of the Missouri State Weighing Department, from July 15th to Nov. 15th, 1919, and all of which were inspected by State Weighers show that 3,829 cars were found to be leaking as follows:

1519 cars leaking at end.
997 cars leaking at side,
695 cars leaking at door post,
268 cars leaking at grain door,
204 cars leaking at corner,
113 cars leaking at draw bar,
9 cars leaking in floor,
5 cars leaking at king bolt.—Jas. T. Bradshaw, Grain Warehouse Commissioner of Missouri, Kansas City, Mo.

Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

past two weeks have ben as follows:													
MAY OATS.													
	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.
	25.	26.	28.	29.	1.	2.	3.	4.	5.	6.	8.	9	
Chicago	76%	76%	74%	76%	77%	80	78%	79%	79	79%	79%	80%	
Minneapolis	73%	73%	74%	73%	74%	76%	76%	76%	75%	75%	76%	77%	
St. Louis	77%	78	78%	78%	79%	81%	80%	80%	78	81%	81%	82	
Kansas City	76%	77	77%	76%	77%	80%	79%	79	79%	79%	79%	80%	
Milwaukee	76%	...	77%	76%	77%	80	...	79%	79%	79%	79%	80%	
Winnipeg	84%	85%	85%	85%	85%	87%	84%	87%	87%	88%	87%	88%	
MAY CORN.													
Chicago	128%	129%	132%	130%	132%	135%	132%	134	132%	133%	132%	134	
St. Louis	130	131	134	132%	134	136%	134%	135%	134	135%	134%	135%	
Kansas City	129	129%	132%	131%	133	136%	133%	134%	133%	134%	133%	134%	
Milwaukee	128%	...	132%	130%	132%	135%	....	133%	132%	133%	133	134%	

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Grain Damaged More by Water than Fire.

Grain Dealers Journal: The great damage done to salvage grain by the excessive use of water is unnecessary and most deplorable. The case of the Central Elevator at Pittsburgh is one which is, or should be a very strong lesson. This elevator contained at the time of the fire, 164,000 bus. of oats. It was a very old house constructed of wooden crib bins, some of very small size holding approximately only 500 bus., consequently there was a large amount of wood which burned and smoldered, causing a great deal of smoke.

This very fact, however, would have protected the oats had the firemen used any discretion in putting water on the fire, for as firemen should know, the wood would smoulder with no blaze until it was exposed to the air.

The firemen put on a large volume of water all the time, so the street at the back of the mill was at one time 6 inches deep with water. Every time they thought they saw smoke, they turned a 3-inch hose on it. Frequently this was not smoke, but steam, and the fire was nowhere near the place where the steam issued, so that the water did no good whatever.

We handled all of these oats over screens and we loaded out about 190,000 bus., the excess over the amount in the elevator being rubbish and water. Every car was tested for moisture, and the oats contained all the way from 20% to 50% moisture. Out of the whole quantity, we only got 320 bus. of dried oats. Both the owner and the Insurance Adjuster tried to have the firemen stop putting on so much water, but they were hidebound, full of red tape and insisted it was their duty to keep the fire down, notwithstanding there was no building near which could possibly have been damaged by an ordinary fire.

You can readily understand that with this excessive amount of moisture the shrinkage in drying is extremely heavy and the oats in addition are not anywhere near as good after drying as they would have been had less water been used. The returns for the salvage on this loss will probably be 30% to 50% less than they would have been had the proper amount of water been used and some judgment shown by the firemen.

We realize that it is necessary to use water in order to put out a fire, but that can be done usually with a very much smaller quantity of water, and it certainly is not necessary to soak all the grain in every bin in order to put out small blazes which spring up here and there.

Another thing that would be a very great help in getting larger salvage returns would be to have the elevator men, whenever it is possible, open the bins and let the grain run down into the first floor and basement. If there is time to do this, it will invariably save a large amount of grain undamaged by fire, and the fire will be entirely above. In addition to that, it would probably save a good deal of the machinery in the lower part of the building by covering it with grain so it is not exposed to the fire.

We are of the opinion that in the majority of the cases more damage is done to the grain by water than by fire, and if this idea could be properly conveyed to the grain dealers, it should result in larger returns from

their salvage.—Very truly, Chicago Grain and Salvage Co., per Austin, Chicago, Ill.

No Cars and 18,000 bus. on Ground.

Grain Dealers Journal: We have been without grain cars for three weeks, and would have been able to load out 8 cars at any time. There are over 18,000 bus. of wheat in open bins or on the ground. We are snowed in at the present time.—Farmers Union Co-operative Elevator Co., G. H. Burnett, Mgr., Laird, Colo.

Telegrams Are Too Indefinite.

Grain Dealers Journal: It is frequently necessary for me to read and de-code telegraph messages relating to transactions in grain, and in doing this work I am struck by the apparent lack of care shown by many dealers in drawing up their telegrams. The negotiations leading up to trades in grain are often conducted solely by telegraph, and in such cases an understanding of the intentions of the parties can only be obtained by a strict interpretation of the telegrams themselves. It is manifest that if the messages are not clear and complete in themselves an opportunity for misunderstanding, difficulty and trouble may easily result.

Many of the messages which pass between grain dealers are either wholly or partly in cypher, and a code in popular use is employed for the purpose.

Messages which contain words taken from the particular code which I have in mind are frequently indefinite because of the limitations of the code itself. It may be mentioned, for instance, that the code fails to give enough words referring to offers of grain. It is true that it does have a section devoted to bids, but in many cases there is a vast difference between a "bid" and an "offer," and when one is using this code it is sometimes necessary to use plain English in specifying the terms of an offer.

There is, however, still another important point which this code does not cover. I have reference to the time of shipment applying to contracts. A section of the code is headed "Time of Delivery," but there is no section devoted to "Time of Shipment." There is a vital difference between the two terms.

For convenience the trade has continued to use this code, permitting the words in the section "Time of Delivery" to be used also for referring to "Time of Shipment." Thus many messages are received and sent containing a word meaning "delivery within ten days" when every person to the transaction knows that "shipment within ten days" is meant, and that it would be impossible to complete delivery within that limit of days because of the distance separating the points of origin and destination.

This action of the trade in tacitly approving the use of the code words referring to time of delivery for specifying both time of delivery and time of shipment has progressed to the point where it is fairly well understood by all in the trade; but this tacit understanding does not in any wise alter the technical interpretation of the two terms. If, for instance, one dealer accepts in good faith the proposition of another, made by telegraph, to "deliver within ten days" a certain quantity of grain at a specified price; and if the dealer making the proposition really means "to be shipped within ten days" the way is opened for trouble and possibly for expensive litigation. And if the only evidence rests upon the telegrams passing between the two parties it is probable that the court may hold the one dealer within his rights in expecting "delivery within ten days."

As a remedy for this condition I would suggest the use of a code that is more definite in its terms, or the use of the word "shipment" in connection with the code word specifying the desired period of time.—Cal.

Shipper Should Grade Cars.

Grain Dealers Journal: An article by Owen L. Coon on page 858 of the Journal for Nov. 10 points out the valuable assistance that the shipper will find in pushing his claims for loss in quality of grain due to delay in transit if he has taken the precaution to make, and to record, moisture tests on each car at the time of shipment. It is obvious that Mr. Coon's point is well taken, but he has only scratched the surface of this important subject.

The shipper should not stop with making a moisture test on each carload shipment. He should obtain a representative sample of each carload by using the instruments and the methods prescribed for the official sampler. He should analyze the sample for each of the factors determining the grade; and he should retain a portion of the sample of suitable size in an air tight container until the car has been closed out. The information he will gain by conducting his grain shipping business in this manner will not only place him in the most favorable position to support any claim for deterioration in transit, but it will at the same time make it possible to deal with the receiver in a more business like manner and upon premises that are founded on proven or provable assertions.

Mr. Coon has explained the assistance to be gained in connection with claims against the carrier for delay in transit, but he touches only upon the moisture test, and while this is the principal factor influencing deterioration in cases of delay, it is not the only one nor is it sufficient in itself to establish conclusively the true grade of the grain at the time of shipment.

To obtain and to analyze a representative sample of each carload, the shipper needs and must have the equipment necessary to the proper determination of the several grade factors. Some of the devices used by the official inspector will not be required, but the shipper must have a car probe or sampler, a set of sieves, a weight per bushel tester, a moisture tester, an accurate balance of a fairly close sensibility, and air tight containers for keeping a portion of each sample. He may profitably use a Boerner Sampler for dividing the samples, but it can be dispensed with if reasonable care is taken in doing the dividing by hand.

The argument has been advanced by country dealers that it is not practicable to test a sample of each wagon load of grain for each of the grade factors; and in most cases this argument is sound, altho it is not necessary to test each load. A test on an occasional load is enough to correct one's judgment to an extent that will give the assurance of accuracy in grading on all purchases. But, even if it is not practicable to test each wagon load, it is by no means impracticable for every country dealer to test each car load. In fact, it is almost an admission of carelessness to be unable to say that a given car should grade thus and so because a representative sample shows certain factors. The limit for each factor in each grade is definitely set out in the standards covering the various grains. (I refer, of course, to wheat, corn and oats.) Theoretically it is only necessary to obtain a representative sample of the lot of grain, and to determine the various factors, in order to know beyond a doubt the true grade of that lot. While it is not possible to attain this perfection in practice, still it is easy enough for any experienced handler of grain to come near enough to that ideal to obviate his grading troubles almost wholly.

Having determined the true grade of a car of grain under the standards applicable to that grain, the way is opened for the adoption of methods that will assure the shipper of receiving that grade unless it is shown by competent authority that his analysis has been in error. If there is deterioration in the quality of the grain due to delay in the movement of the car he has the best kind of evidence

o support his claim for recompense. And he can take steps to protect himself against adverse errors on the part of the official inspector at destination when there is no delay and no deterioration. Inspectors are only human and they do make mistakes, and a mistake may mean loss to the shipper if he is not in position to guard himself.

The shipper who knows the grade of his grain at the time of loading should notify the receiver, on his invoice, just what he expects each car to grade. In addition, he should give definite instructions, in writing, that if his grade is not sustained by the inspection a reinspection shall be called; and that if reinspection still shows a lower grade than his own an appeal to the proper inspection authority shall be made.

This puts the matter squarely up to the receiver, whose sole reason for existence lies in the service he renders to his customers. It may not always be possible to induce him to settle on the shipper's grade even when he fails to follow the instructions placed on the invoice, but it gives the shipper a measure of protection he can obtain in no other manner.

It is admitted that more business like methods must be adopted by the country shipper, and it seems to me this is a good place to begin.—Traveler.

Pulls Dust from Grain in Elevator Heads.

Grain Dealers Journal: So many dust explosions have occurred in grain elevators this year it would seem time every elevator operator was equipping his receiving legs with fans so that dust can be removed from the grain immediately and thus prevent its being scattered all over the house. Most operators run their wheat thru the elevator into a bin and then into a cleaner before making any attempt to remove the dust. In a number of country elevators, we have erected, we have installed dust fans connecting them direct to the head of the receiving leg as illustrated herewith.

So far, we have installed two different sizes of fans, the smaller being connected to the elevator head as shown in drawing by $5\frac{1}{2}$ " pipe and provided by an outlet pipe $4\frac{3}{4}$ " in

diameter. Where the larger fan is used, both intake and outlet pipes are 6" in diameter. All fans we have installed so far have been driven direct from countershaft which supplies power to the elevator leg. The expense of installation has varied from \$50.00 to \$70.00 and the protection given the property and its operators was sufficient to justify a much greater expenditure. Very truly White Star Co., A. C. Rynders, Wichita, Kans.

Many Exhibits at Grain and Hay Show.

The Grain and Hay Show held Nov. 29 to Dec. 6 in connection with the International Live Stock Exposition at Chicago brot together about 2,000 competing samples of grains and hay from all parts of the United States and Canada.

Filling two large halls and overflowing into two others the grain and hay exhibit would easily have taken first place in interest but for the overshadowing stock show.

The federal and the state departments of agriculture made creditable exhibits. The federal grades were shown by well executed panels. Insects affecting the cereal crops were shown in all stages of development, including the new European corn borer.

The Kansas state exhibit was most instructive. A large map showed the agricultural resources graphically by counties. One set of panels showed the effect of climate on the wheat crop. In this exhibit one sample of wheat had been divided and sown in twenty different parts of the state, producing a crop varying from a shriveled berry to a handsome full bodied kernel. These twenty variations then in a following year were sown at Manhattan and produced crops identical in appearance with that of the original sample which had been divided, showing a complete reversion to the original.

Illinois included in its splendid exhibit a demonstration of the new Illinois seed law by Albert C. Wilson, analyst.

In further field experiments at the Wagga and Cowra stations in 1918 the plots from seed copper carbonate treated showed a yield 30 to 35 per cent above that from seed which had received the wet bluestone treatment.

A summary of the advantages of the copper carbonate treatment may be given: No water is required; no injurious effect either to the grain or to the young plant, as is the case with bluestone method; seed can be treated weeks before it is sown; no damage to the grain if it should lie in a dry seed bed for weeks; better germination; process quicker and less laborious than wet pickling; a better yield is obtained; the whole of the season's requirement of seed can be treated at the farmer's convenience and if necessary within a day or two of sowing.

Wisconsin came to the front with its pedigreed seeds. The upper peninsula of Michigan showed what could be done on the cut-over lands. South Dakota and Minnesota vied with one another as corn states. Southeast Missouri had a special exhibit. Ohio, Iowa and Indiana had wall exhibits, and even Louisiana made an exhibit.

Tickets of admission to the Chicago Board of Trade and a pamphlet explaining its operation were distributed by two representatives of the Board.

The samples of corn were placed on sloping racks for easy examination by visitors.

Special features were a model farm, an ear of corn 37 inches long, with 82 rows of kernels, 225 kernels to the row, and a picture of a farm done in grain.

The division of the country into six regions gave first prizes to a number of exhibitors and assured a satisfactory distribution to the largest number of the generous contribution of \$10,000 in cash premiums by the Chicago Board of Trade. Besides the numerous \$100 prizes there were premiums running down to the 25th prize, so that practically all samples of merit earned reward for the exhibitor that will encourage exhibitors to compete at future shows.

The winner of the grand championship for 30 ears is Peter J. Lux of Shelbyville, Ind.

Sweepstakes winners for 20 ears are W. J. Ulrey, Attica, Ind.; Peter J. Lux, Shelbyville, Ind.; G. T. Burford, Pulaski, Tenn., and James A. Bunker, Ridgeway, Wis.

The sweepstakes for a single ear of corn was won by John H. Roads of Bainbridge, O., who was awarded the trophy contributed by the Grain Dealers National Ass'n.

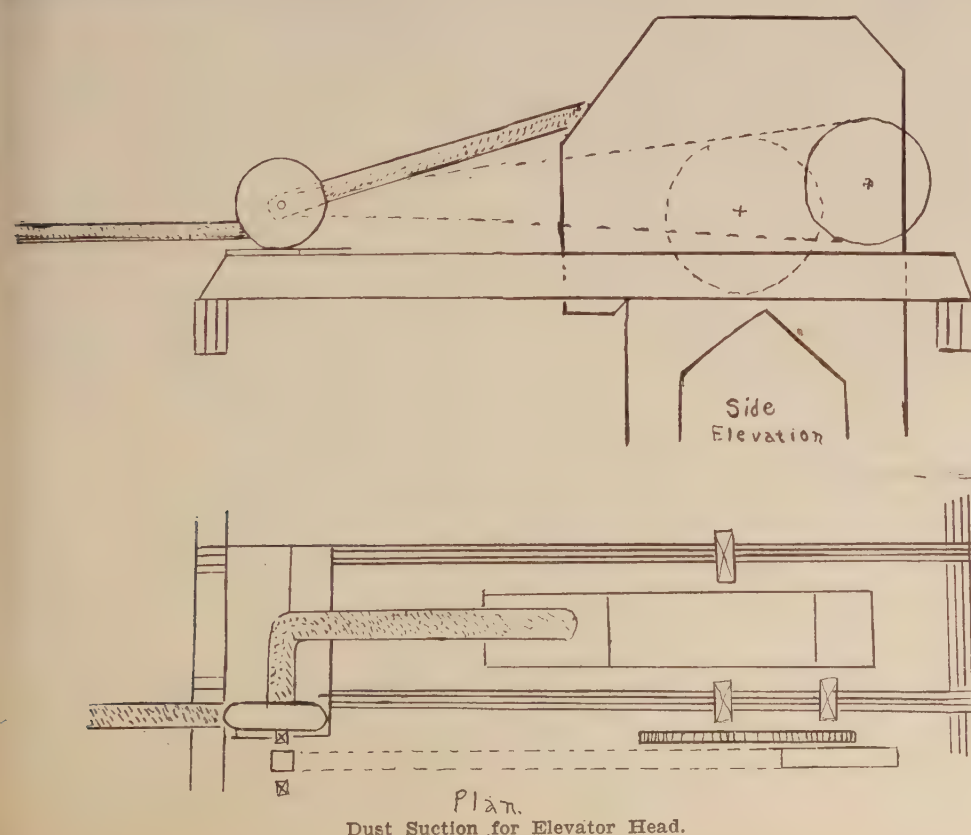
Winners of the oats sweepstakes were J. S. Fields, Regina, Sask., Canada; H. W. Whitehead, Rockland, Wis.; F. J. Sexauer, Ankeny, Ia.; Joseph Isley, Franklin, Ind.; S. S. Looney, Winchester, Tenn., and John Howell, Montrose, Colo.

First prize for hard red winter wheat was captured by James Sanders, Mason, Mont.; for soft red winter, by I. B. Keckley, Marysville, O.; for hard red spring by J. C. Mitchell, Dahinda, Sask.; for white wheat, by John Howell, Montrose, Colo.; for durum wheat by P. Keezyk, Oak Lake, Man.; for rye, J. J. Davis, Jackson, Mich.; for 6-rowed barley, L. L. Young, Nampa, Idaho, and for 2-rowed barley by Seager Wheeler, Rosthern, Sask.

Swartz Bros., of Waukesha, Wis., the winners of the blue ribbon for alfalfa, won the grand trophy cup offered by the National Hay Ass'n for the best sample of any kind of hay exhibited at the show. This trophy is an authentic copy, entirely wrought by hand, of a silver Cup and Cover made during the reign of Queen Elizabeth, A. D. 1585.

The comite of the Chicago Board of Trade which has been promoting the show is composed of Geo. S. Bridge, chairman, J. W. McCulloh, A. V. Booth, Lowell Hoit, Frank B. Rice, J. C. Murray, E. C. Butz, J. J. Badenoch, E. H. Bingham, with L. F. Gates, pres., Hiram N. Sager, 1st v.p. and Charles H. Sullivan, 2d v.p. ex-officio members.

Prof. G. I. Christie of Lafayette, Ind., was the efficient superintendent.



Dust Suction for Elevator Head.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

CANADA.

Ottawa, Canada.—The total yield of wheat in Canada for 1919 is now placed at 193,688,800 bus., including 174,687,000 bus. of spring wheat and 19,001,800 bus. of fall wheat. Upon the acreage sown the average yield per acre is 10½ bus. for spring wheat, 23¾ bus. for fall wheat and 11¼ bus. for all wheat. In 1918 the total yield of wheat was 189,075,350 bus., or 11 bus. per acre. For oats the average yield per acre for Canada is 27 bus., representing a total of 399,368,000 bus. as compared with last year's average of 28¾ bus. and a total of 426,312,500 bus. Barley, with an average of 22 bus., yields 66,443,500 bus., as against last year's average of 24¾ bus. and total of 77,287,240 bus. Rye with an average yield per acre of 14¾ bus. yields the total of 8,234,100 bus. as against 15¾ bus. and 8,504,400 bus. in 1918. The yields in 1919 for the three Prairie Provinces are estimated at 161,419,000 bus. of wheat, 246,856,000 bus. of oats, 46,412,000 bus. of barley and 5,954,000 bus. of rye.—Dominion Bureau of Statistics.

IOWA.

New London, Ia., Nov. 24.—Corn crop in this part of state better than last year and was an exception. Have shelled a good deal of corn; most of it is 18 to 19% moisture. Wheat looking good.—C. A. Johnson.

ILLINOIS.

Radom, Ill., Nov. 26.—The fly has ruined almost all of the wheat in this territory, therefore a small crop is predicted for next year.—Frank Pawlowski.

Springfield, Ill., Dec. 3.—During the past week heavy rain was followed by cold weather, with light snow over the north half of the State. In the northern and central divisions wheat is mostly in good condition and the corn harvest is almost completed. In the southern division wheat seeding and the corn harvest have been delayed, and the corn is poor. There is much fly in localities, and considerable damage has resulted. Roads are generally bad.—Clarence J. Root, Meteorologist U. S. Dept. of Agriculture Weather Bureau.

INDIANA.

Arcola, Ind., Dec. 5.—Wheat in this section has been damaged considerably by fly.—O. Gandy & Co., Wm. F. Welsheimer, foreman.

Smithson, Ind., Nov. 24.—Wheat and oats about half a crop and corn an average one. Are thru husking and have fall plowing done.—C. A. Burks.

Bicknell, Ind., Nov. 29.—This has been bad week on outstanding corn; much of it is now down and heavy rains are doing much damage. New wheat crop looking very good; some hurt by recent floods, but rest is all right. Not much rye sown.—O. L. Barr Grain Co.

KANSAS.

Seward, Kan., Dec. 4.—Growing wheat plant is "going in" to the winter in excellent condition. There is a slightly smaller acreage of wheat this year, owing to lack of moisture last fall.—P. A. Ely, local mgr., Reno Flour Mills Co.

Topeka, Kan.—The area sown to winter wheat this fall is 8,951,834 acres. This exceeds by 1,232,500 acres—the average of the five year pre-war period (1910-1914), but is 2,658,600 acres, or 23% less than the record area of 11,610,445 acres sown for the crop of 1919.

A disposition to return to a normal acreage in wheat and a better balanced crop system is apparent. Every county of importance in wheat production has less land in wheat than a year ago. In the southeastern section of the state (the soft wheat district) twenty-five counties report reductions of from 30 to 60%. The immediate causes of the reduction in acreage most often reported are, in the eastern third of the state, dry weather, which delayed and made difficult the preparation of the seed bed; in the western third, the scarcity and high cost of labor; while in the central third both reasons are frequently assigned. The average condition of the growing crop for the state is 79.1%, 100 representing a good stand and an average con-

dition. The western third of the state shows the highest average condition, and the south-central and southeastern portions the lowest. While a year ago 38 counties, all in the eastern part of the state, reported conditions of over 100%. Seeding was practically completed in all parts of the state by Nov. 22. Except in the western third of the state the crop has afforded little pasture, owing to late seeding and slow growth, both attributable to dry weather in the early fall. During the last week in November, and preceding the recent low temperatures, the crop received the benefit of an ample covering of snow which will furnish both protection and needed moisture.—J. C. Mohler, sec'y, Kansas State Board of Agriculture.

OHIO.

Campbelltown, (New Hope Station), O., Dec. 5.—Our corn crop is extra good this year, about 75% is shucked. Most all of the corn will be fed in this section.—Richard & Armacost.

OKLAHOMA.

Lucien, Okla., Nov. 30.—Oklahoma was blessed with a fine blanket of snow over nearly the entire state. This is of great value to the wheat crop. This is the best wheat season that we have had for 4 years. The acreage is short of last year, probably 20%.—W. M. Black.

OREGON.

Salem, Ore., Dec. 2.—We had a very good crop of wheat here this year—35 to 40 bus. per acre and \$2.00 paid to farmers.—C. A. Kirkby.

TENNESSEE.

Memphis, Tenn., Nov. 28.—There is very little corn in this section. What there is, is damaged or in poor condition. It will have to be shipped in to meet local requirements.—J.

Rights of Bona Fide Purchaser of B/L.

[Continued from page 1019.]

the rule had been known to the bank, it would have justified the bank's course of dealing with Weekes in the premises. It has not been made to appear that the bank officer who dealt with Weekes, or any person connected with the bank, had notice of any facts connected with the transaction that would put a reasonably prudent man on inquiry respecting the bona fides of the receipts that were presented by Weekes.

Where the owner of goods has clothed another with apparent ownership through the possession of an indorsed B/L, or one made out to bearer, a bona fide purchaser or pledgee for value to whom such B/L is transferred, showing title to such B/L, is protected because the real owner is estopped from asserting ownership.—174 N. W. Rep. 426.

Can Hired Man Sell Farmer's Grain?

John Pullen, a farm hand, employed by Wm. Rayl, hauled several wagon loads of Rayl's grain to the elevator of the Urmston Grain Co., at Galveston, Ind., and, giving his name as John Nehr, obtained the money.

Later he eloped with Rayl's daughter.

Rayl desired that the grain company give him credit on his account for the grain delivered by Pullen. This the grain company declined to do, holding that Pullen was acting as agent for Rayl in receiving the money. The court sustained this contention, and Rayl now has appealed to the Supreme Court.

Exports of Grain Weekly.

Bus., 000 Omitted.

	Wheat.			Corn.			Oats.		
	'19-20.	'18-19.	'19-20.	'18-19.	'19-20.	'18-19.	'19-20.	'18-19.	'19-20.
July	5...	1,504	539	20	910	693	2,187		
July	12...	3,851	382	23	731	1,617	1,841		
July	19...	3,393	144	93	571	757	2,482		
July	26...	1,112	413	45	103	1,142	2,581		
Aug.	2...	3,067	543	9	219	2,319	2,614		
Aug.	9...	3,651	1,419	74	182	891	1,656		
Aug.	16...	2,620	1,809	44	673	1,584	1,437		
Aug.	23...	4,445	3,704	67	135	2,141	1,435		
Aug.	30...	6,072	2,938	264	253	1,576	1,027		
Sept.	6...	3,848	3,452	118	153	1,474	1,125		
Sept.	13...	7,475	3,739	42	375	1,411	2,356		
Sept.	20...	6,243	4,409	148	145	1,358	3,657		
Sept.	27...	4,690	5,085	29	289	567	2,914		
Oct.	4...	5,917	5,532	33	153	1,422	2,704		
Oct.	11...	2,485	4,078	28	52	1,007	2,439		
Oct.	18...	2,830	4,200	18	38	1,164	4,478		
Oct.	25...	2,920	4,143	9	31	181	5,086		
Nov.	1...	2,458	2,513	10	36	406	2,934		
Nov.	8...	3,856	4,177	23	5	1,017	3,005		
Nov.	15...	5,904	3,471	69	5	593	3,836		
Nov.	22...	4,629	4,005	21	140	957	3,661		
Nov.	29...	3,781	7,560	39	114	108	3,335		
Dec.	6...	6,226	10,900	16	159	877	3,267		

Total since

July 1, '18 290,732 202,977 10,661 37,626 119,621 190,041

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

COLORADO.

Laird, Colo., Nov. 17.—We have shipped 3 cars of wheat and we think that this is about 25% of the wheat crop of this district. There are 18,000 bus. of wheat, or more, piled in open bins on the ground.—Farmers Union Co-operative Elevator Co., G. H. Burnett, mgr.

IOWA.

New London, Ia., Nov. 24.—Farmers are halting thru husking.—C. A. Johnson.

ILLINOIS.

Holden, (Washburn p. o.), Ill., Nov. 26.—Not much grain moving; farmers have completed corn husking.—Taylor-Hudnut Co.

INDIANA.

Bicknell, Ind., Nov. 29.—Most of corn we get going to feeders; corn growers not inclined to sell very freely; holding for more money.—O. L. Barr, O. L. Barr Grain Co.

Rolling Prairie, Ind., Nov. 25.—We are getting in quite a run of wheat and rye; no oats offered. New corn not being offered in quantity. Corn is light crop, but is larger than for several years. The quality is excellent.—Rolling Prairie Grain Co.

KANSAS.

Seward, Kan., Dec. 4.—About 50% of the 1919 wheat crop remains in storage on the farms, due partly to the lack of grain cars, but mostly due to the fact that each and everyone of these farmers are "bulls" on this market.—R. A. Ely, local mgr., Reno Flour Mills Co.

LOUISIANA.

New Orleans, La.—The first car of new corn to arrive at this market was received Nov. 11, consigned to Milam-Morgan & Co., Ltd., grading No. 3 yellow with a moisture content of 16.2%. It tested 56 lbs. to the bu. and was of very good quality.

MINNESOTA.

Clarks Grove, Minn., Dec. 4.—The wheat has been moving very briskly up until the last few days. The quality on the average, is very good this year.—Speltz Grain & Coal Co., C. W. Nelson, Agt.

MISSOURI.

Malden, Mo., Dec. 3.—We are handling very little grain on account of crop failure and no corn at all.—Southeast Missouri Grain Co.

MONTANA.

Poplar, Mont., Nov. 27.—There is practically no grain being marketed here.—X.

NEW YORK.

New York, N. Y., Dec. 2.—Wheat receipts from the farms for the week ending Dec. 2 were 13,531,000 bus.; compared with 13,311,000 bus. a year ago. Wheat receipts from farms for the previous week were 12,376,000 bus.; against 14,349,000 bus. for the corresponding week a year ago. Wheat receipts from farms from June 27 to Nov. 21 were 595,183,000 bus.; compared with 572,238,000 bus. for the corresponding time in 1918. The total stock of wheat in all elevators and mills is 283,841,000 bus.; compared with 271,485,000 bus. in the elevators and mills a year ago. The total stock of wheat in all elevators and mills the previous week were 288,432,000 bus.; compared with 291,089,000 bus. for the corresponding week last year. The export of wheat from July 1 to Nov. 21 amounted to 66,958,000 bus. as compared with 74,780,000 bus. for that period in 1918.—U. S. Grain Corporation.

NORTH DAKOTA.

Stanton, N. D., Nov. 27.—The grain movement here is very slow. The poor roads and cold weather hold the farmers back.—Stanton Farmers Co-operative Elevator Co.

OHIO.

New Carlisle, O., Dec. 5.—No wheat or oats and very little corn is being offered here. We have a big corn crop of splendid quality and farmers here will sell but little short of \$1.50 per bushel. No corn is being shipped out because feeders take it from the elevators as soon as it arrives. Dealers are paying \$1.25 and feeders will pay \$1.35 for all they can get. Very little oats and wheat is in 1st hands.—S. A. Muff Farms.

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, compared with November, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	4,291	68,509	46,062	.....
Deluth	177,894	1,099,313	685,375	1,359,718
Galveston	.....	.....	86,800	98,800
Kansas City	145,500	321,000	482,200	502,048
Milwaukee	538,380	1,118,830	272,292	.....
Minneapolis	520,675	.....	250,273	.....
New Orleans	.....	.....	1,140,013	.....
Omaha	1,237,700	.....	90,000	330,600
St. Louis	91,800	282,600	14,980	17,070
Toledo	64,000	123,000	.....	17,700
Winnipeg	4,800	10,260	.....	.....
	1,710,450	1,152,900	.....	.....

Oats Movement in November.

Receipts and shipments of oats at the various markets during November, compared with November, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	113,631	507,908	66,790	571,525
Des Moines	315,621	.....	418,085	.....
Duluth	33,872	560,551	9,189	734,625
Cincinnati	193,600	432,000	76,800	180,000
Indianapolis	712,000	1,481,400	709,200	611,250
Kansas City	22,000	751,400	493,560	729,000
Little Rock	179,000	115,000	75,000	99,000
Milwaukee	2,484,040	3,272,600	1,842,036	4,810,958
Minneapolis	2,440,000	.....	1,414,393	.....
New Orleans	.....	.....	63,610	198,000
New York	1,394,970	.....	1,368,320	.....
Omaha	932,000	2,048,000	848,000	1,880,000
St. Louis	2,898,000	2,282,000	2,026,070	1,659,460
Toledo	196,800	836,350	102,300	541,695
Wichita	15,000	37,500	10,000	18,500
Winnipeg	6,263,800	2,555,700	.....	.....

Corn Movement in November.

Receipts and shipments of corn at the various markets during November, compared with November, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	140,333	242,907	.....	.....
Cincinnati	234,300	211,200	115,500	144,100
Duluth	.....	5,930	.....	.....
Indianapolis	1,675,000	1,298,750	1,182,500	930,000
Kansas City	615,000	875,000	217,500	736,250
Little Rock	56,000	140,000	4,000	12,000
Milwaukee	689,440	217,080	163,170	307,685
Minneapolis	9,500	.....	42,095	.....
New Orleans	.....	.....	50,400	.....
New York	710,150	.....	299,300	.....
Omaha	1,351,000	1,096,200	1,008,000	1,092,000
St. Louis	1,335,276	1,957,331	676,470	1,068,220
Toledo	66,000	102,500	40,430	31,400
Wichita	66,000	57,000	45,000	25,000
Des Moines	136,433	129,285	.....	.....

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, compared with November, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,553,424	1,267,545	3,127,573	1,378,383
Des Moines	79,068	.....	42,860	.....
Duluth	2,842,516	15,598,768	2,751,045	24,854,840
Cincinnati	368,550	135,450	311,750	1,838,825
Galveston	.....	.....	2,544,944	678,017
Indianapolis	300,000	288,000	128,750	66,250
Kansas City	8,714,250	2,492,100	4,781,700	1,864,350
Little Rock	3,000	2,000	.....	.....
Milwaukee	430,140	1,554,859	253,535	1,738,297
Minneapolis	1,270,800	.....	2,813,711	.....
New Orleans	.....	.....	739,127	1,142,807
New York	12,124,730	.....	3,088,816	.....
Omaha	2,127,600	999,600	1,921,200	1,140,400
St. Louis	3,289,478	1,968,893	3,165,780	1,440,590
Toledo	469,000	623,552	105,315	4,270
Wichita	1,344,000	871,200	850,000	360,000
Winnipeg	18,103,750	24,668,750	.....	.....

Rye Movement in November.

Receipts and shipments of rye at the various markets during November, compared with November, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	95,599	681,730	81,277	282,041
Duluth	922,158	3,374,681	2,258,022	3,548,128
Cincinnati	8,800	52,800	12,100	45,100
Indianapolis	48,750	143,750	47,500	88,750
Minneapolis	1,171,100	.....	491,673	.....
Kansas City	33,000	39,600	33,000	.....
Omaha	102,300	161,700	55,000	88,700
St. Louis	18,725	14,584	15,990	1,000
Toledo	159,600	64,400	63,043	9,340
Winnipeg	221,100	224,400	.....	.....
New York	591,240	.....	178,740	.....
Milwaukee	256,500	360,925	74,900	125,300

Deny Excessive Rental

for Elevator Site

On complaint by the Stacyville Grain & Coal Co. against the Illinois Central Railroad Co., alleging excessive rental for an elevator site the Board of Railroad Commissioners of the State of Iowa on Nov. 17, 1919, decided in favor of petitioners. From the decision, furnished by Geo. L. McCaughan, sec'y of the Commission, the following is taken:

The complainant is engaged in the buying and selling of grain, coal, feed and other products at Stacyville, having its elevator and coal sheds on the right of way of the Illinois Central Railroad Co., and for a number of years has held a lease for the ground upon which its elevator and coal sheds are erected, the elevator and coal shed tract being 200 feet along the side-track. The rental from August, 1911, to February, 1915, was \$7.20 per annum. From that time to 1918, \$12.00 per annum. The railroad company now asks a condition of renewal \$85 per annum. Complainant asks that after hearing, this Commission grant such relief as should be granted under Section 2110-1, of Code Supplement of 1913, which is as follows:

Sec. 2110-1. That whenever a disagreement arises between the owner of an elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported, or to be transported, situated on a railroad right of way, or on land owned or controlled by a railroad company, and such railroad company, as to the terms and conditions on which the same is to be continued thereon, or removed therefrom, or whenever application is made by any person, firm or corporation for the right to a site for such elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing such article of commerce transported or to be transported, and such railway company and said applicant cannot agree as to whether said elevator or grain warehouse shall be so placed on said right of way or on property owned or controlled by the railroad company, or as to the character of the buildings to be erected and placed thereon, or the place where the same is to be so erected and maintained or as to the terms and conditions under which the same may be so placed or operated, then, and in every such event on written application to the board of railroad commissioners by such railroad company, person, firm or corporation the said board of railroad commissioners shall have authority, and it is hereby made their duty, as speedily as possible after the filing of such application, to hear and determine such controversy, and make such order in reference thereto as shall be just and right between the parties under all the facts in the case, which order shall be enforced as other orders of said commission.

The carrier in answer says: That if by the terms of the statute, jurisdiction is given the Board of Railroad Commissioners to determine such rentals the said statute is invalid and unconstitutional. (a) Being an illegal interference with the right of parties to make contracts affecting their private property. (b) A taking of private property without due compensation. (c) The taking of private property for alleged public use when in fact the use is purely private.

In the months of January and February, 1919, there was loaded at the east end of this team track, 400 cars of ice which were hauled west past the elevator of complainant; while this was being done, the ice people used the track twenty hours each day. The sidetrack and the main track are not connected at their east ends. All of these industries are built on the south side of the side or team track. The public generally uses this sidetrack as a team track to load and unload their cars both from the south and north sides using the north side of the track along complainant's site and the other industry sites for such purposes. Most of the switching is done on this team track; going back and forth by complainant's site.

The lease under which complainant has been occupying the site in question describes only the land covered by the buildings being less than one-fifth of an acre but in the use of the elevator and coal sheds the lessee and its patrons in common with others necessarily use the grounds between the south side of the elevators and coal sheds and the south line of the station grounds which is about 300 feet south of the team and industry track; it is perhaps fair to say that lessee has the use of one-half acre in its operations. The land nearest this is worth about \$300 per acre and the highest rental value shown was \$20 per acre. The railroad company and the elevator people heretofore appraised the station grounds at \$400 per acre. No value of adjoining town lots shown. The manager of complainant testified it would be willing to pay \$20 rental per year.

Under the statutes creating this commission provision is made for an appeal which may be taken by the carrier from an order of this commission, but no provision has been made for an appeal by any other person making complaint. If, therefore, this commission should hold the statutes in question to be invalid and should be clearly mistaken, the complainant would be without the right of appeal. Another reason why this Commission should not determine the validity of statutes is that it was not contemplated that the members of this board should be learned in the law or constitutional lawyers but that they should be persons of administrative ability. This Commission has no power to render judgments or decrees and its orders if not obeyed are to be enforced by action of the District Court. Certainly it was never intended that such a Commission should determine constitutional questions. We have reached the conclusion that it is not within the scope of the authority of this Commission to determine the validity or invalidity of an act of the legislature of this state. It is our duty to administer it until it is held invalid by a proper court.

The defendant denies our power to pass on the question of rentals for elevator sites, etc., on station grounds or railroad ways and asserts that its railway grounds are private property and that it "is entitled to the highest return it can obtain for the use of this land in the market for the purposes for which it is fitted and to command any advantage that any private property would command." Now railroad property is in a certain sense private property, but the owner has devoted it to a public use and it is impressed with limitations which must be recognized so long as it is used for transportation purposes; one of which limitations is that the owner shall make only reasonable charges for its use or service. For its carrier lands and when being used to expedite or aid in carrier purposes, it should be subject to the same principles of regulation as its charges for transporting freight or passengers.

Under the laws of this state, railroads are permitted to build spur or branch tracks from their lines across and to industries on other lands, but they are not required to do so. At the ordinary station throughout this state, the building of such spur tracks to elevators off line would be an unnecessary expense. The result is that the railroad has a complete monopoly of the only lands which can be economically used for elevator and other shipping purposes, lands which the railroad company was only permitted to acquire for its public use and which at almost every station is sufficient to accommodate every elevator and every other shipping interest and purpose to which such lands should be put. It is contemplated by our statutes and recognized by the railroads that they are permitted to acquire station grounds in addition to the right of way for the purpose of providing proper facilities for shippers as well as for passing, switch and storage tracks. The case before us is perhaps a fair example of the fact that the station grounds are generally of sufficient size to accommodate the shipping public. To recognize that the carrier may exercise its discretion as to the charges it would make for a site for shipping facilities and demand the highest rentals it could obtain and to take advantage of its situation would be to permit a public service corporation to use property devoted to a public use in an oppressive manner and while we admit that this is seldom done, yet the wisdom of the legislature in attempting to regulate the use of such property is apparent.

Charge for Track Maintenance Unjust.—A side track which is used as team and industrial track is a necessary part of the station equipment; upon such tracks the track shipper and track-receiver loads and unloads his freight and pays nothing for track maintenance or rental, the right to such use being included in the rate charged upon the commodity. The elevator or coal shed owner who has located upon the same track; who has invested in his loading and unloading facility, which is to the mutual advantage of the carrier and such owner and who otherwise receives only the same use of the track as the track shipper, should not be required to pay for track maintenance, such charge would certainly be discriminatory.

A country grain elevator like that at Stacyville, located on station grounds is a freight accumulating, storing and handling facility and is so recognized by the carriers. Indeed the establishment of such facilities have been considered so necessary to the service of the railroads that it has been the practice of the roads since the early history of railroading in this state to solicit the building of such elevators on the station grounds to enable the carrier to obtain the haul and provide proper loading facilities and thereby improve and expedite its service. So necessary have the railroads considered elevators to their business

that they have in the past accorded to the elevator owners special rates upon the materials to be used in their construction. On account of which complaint was made to this Commission in 1882 by Spencer Bros., who shipped brick to build a store building. They complained that Johnson was given a lower rate; it was shown that Johnson's brick were used in the construction of an elevator. This Commission said: "The railroad company evidently considered an elevator different from a private building. . . . The local business of the railroad requires elevators. . . . It is customary for companies to give rates to public enterprises. . . . Both shippers are private individuals but the use to which they applied the brick is different as regards their relations to the public. . . . Elevators are often built by public enterprise to assure general convenience, the railroad company hauling the material usually at reduced rates." Spencer Bros. v. C. B. & Q. Rd. Co., Iowa Comrs. Rpts., 1882, 540.

The service of an elevator is of a quasi public character. It is true that the elevator is largely a private business but so far as it concerns the railroad it merely furnishes it with facilities for shipping, filling the place and purpose as respects the commodity handled of the public freight houses at the stations. U. S. ex rel Northwestern Warehouse Co. v. Oregon R. & N. Co., 159 Fed. 975. Railroads have found it to be impractical to own and operate and public policy forbids the transaction of such business by the carriers. Munn v. Illinois, 94 U. S. 113.

The fact that the state has not attempted to regulate the charges for handling grain does not take an elevator out of the class of utilities which may be regulated. It is the character of the business regardless of legislation by the state which impresses it with its public character and determines whether or not it is a public utility.

We have knowledge sufficient on which to base the conclusion that without the grain elevators, the carriers of this state and of the country at large would be utterly lacking in terminal facilities. For forty years and more it has been the policy of the railroads to develop the grain business and facilitate its movement by having these elevators built upon its station grounds; and so universal has this method become that it is difficult to conceive of any other manner of conducting the great traffic in grain in this country without the building of spur tracks to locations off the land of the carrier which if voluntarily done by the railroads would generally be an unnecessary expense both of construction and operation.

The system is a necessity both to the carrier and the public under the modern conditions of business and transportation. The practice has such a long history and been so universal that it would seem to constitute a substantial admission by the carriers that these elevators, coal sheds, etc., constitute a part of the station facilities.

The handling and transportation of grain constitutes a very important part of the business of the railways in this state and grain elevators are reasonably necessary if not absolutely essential to the feasible, prompt and economical handling, storing and transportation of grain by railroads. Gurney v. Minneapolis Union Elev. Co., 63 Minn. 70.

Elevators, corn cribs, etc., are permissible on station grounds in order to facilitate the business of the railway. I. C. R. R. v. Wathen, 17 Ill. App. Court 582. And to the same effect see Danville & Western Ry. Co. v. Laybrook, et al., 111 Va. 623. "An elevator is a means or instrumentality for loading and unloading grain into and out of cars." Richmond v. Dubuque & Sioux City Rd. Co., 26 Ia. 191. And might have been built and used by the railroad company. Anderson v. Interstate Mfg. Co., 152 Ia. p. 455.

Some of the considerations moving to the railroad company are that it is relieved of the expense of building and maintaining an elevator, the hazards of fire and indemnified against damages to the persons operating the elevator and as to their property and secures without cost the operation of an elevator.

Grain can be loaded on team track from wagons but it generally takes about two days to load a car. A like car is loaded thru an elevator in three or four hours making a great saving in car use. The county grain elevator affords storage and handling facilities as well as loading facilities at the times when the railroads are unable to furnish cars and move the grain as fast as it is offered. Even with these facilities railroads are always, in the grain moving seasons, unable to move the traffic as fast as it is offered to them. Large amounts of grain are accumulated and thus held until there is sufficient equipment to move it and thereby there comes to the railroad a more steady flow of business; which is greatly to their benefit. The carrier must at all times be in proper condition both to receive from the shipper and to deliver to the consignee, according to the nature of the property to be transported, as well as care for the necessities of the respective localities in which it is received and delivered. Covington Stock Yards Co. v. Keith, 139 U. S. 128.

An elevator upon station grounds is a necessary station facility for the transportation of the great quantities of grain offered for transportation in this state. They form a link in the chain or process of transferring the grain from the local station to the markets of the world. It is essential to the public that the carriers have adequate facilities for speedy loading and movement of this traffic.

The uncontradicted showing in this case is that in the early days of the elevator in this state "the rental charge for an elevator site was nominal" varying from \$1 to \$5 per year. Some years ago the Interstate Commerce Commission found that the railroads were leasing valuable lands to large grain handling corporations at only a nominal rental which the commission considered to be in the nature of rebates and ruled that all leases of right-of-way and station grounds should be on such basis to give a reasonable return on the value of the land so leased, after which the railroads made a re-survey and valuation of their station grounds and fixed the rental charged at five or six per cent of the valuation of the site covered by the lease making a minimum charge of \$5.

In view of the history of the building up of the elevator business in this and many other of the grain producing states, it would be manifestly unfair for the carriers to be permitted, now that the people have invested large sums in the construction of their elevators, etc., to exact such rental as the advantage of its position might enable it to command or that the owner of private property might command.

The defendant raised the rent for this site from a nominal sum to the sum of \$7.20 in 1911, then to \$12.00 in 1915, and in 1918 to \$85, a raise of more than 700 per cent in three years. The railroad company attempts to justify this by reason of the adaptability of the site for the particular business; the grading, ties, rails and maintenance of the track; and that the owner of the elevator handles 250,000 bushels of grain per year, and claims that it has the "right to have all these elements contributing to rental value taken into consideration the same as any private individual would have." In this it is certainly mistaken. As we have said above, the carrier was permitted to acquire this property only for transportation purposes and it has devoted it to the use of the public for carrier purposes.

Certainly the necessity of the sidetrack at Stacyville upon which this elevator stand cannot be attributed to this elevator. The uncontradicted showing is that it is the general purpose track used by the railroad in the conduct of its business; that it could not operate without it and the public uses the track at times along this site as a team track, loading and unloading from the side of the track opposite the elevator.

Having in mind the history of the country station elevator; the necessity of such station facility; that the railroad is relieved of the investment and expense of maintenance and operation of the elevator and by the terms of the lease is relieved of practically all the hazard of the business and that the elevator people are given a lease of such uncertain tenure and such drastic terms, we are inclined to think that such a lease is of little if of any more value than a mere nominal rental. However, we must also have in mind the holdings of the Interstate Commerce Commission as above stated.

When the carrier has in its rate received a fair return for the use of its station ground, it is in our judgment not entitled to receive an additional compensation by way of rental for the elevator site, the lessee of which enabled the carrier to perform its service with a shorter term of use of its equipment and improved its service. If these things be true, then the rental value of the site can be no more than the rental value on like land in that vicinity either as town lots or farm lands and stripped of its character as railroad land and facilities as such.

There is no formula for the ascertainment of the fair value of property used for the convenience of the public but there must be a reasonable judgment having its basis in a proper consideration of all relevant facts. The railroad company can have no ground for complaint if allowed a value equal to the fair average market value of similar land in the vicinity. This is the reasoning in the Minnesota Rate Case, 230 U. S. 352, wherein the value of the property of the railroad was sought to be shown for the purpose of determining the reasonableness of rates, and is the rule of the Interstate Commerce Commission in the valuation of the railroads of the United States. See Texas Midland Rd. 1st Valuation Rpt. I. C. C. 1.

There was no showing of the value or rental value of any town lot in the near vicinity; "three acres north of the depot sold for \$300 an acre." Before this controversy arose the railroad people and the owners of the elevator appraised the station ground lands at \$400 per acre. Accepting this appraisal as the value of the land and the amount occupied and used by the complainant as one-half an acre, we have a base of \$200 upon which to fix a fair return. Land seldom pays a net cash rental of more than six per cent of the market value, which

would make a rental of \$12 per year. Remembering that the owner received a return on the same land in its rates, this certainly is sufficient.

In the foregoing ruling we have confined remarks almost wholly to the matter of elevator. The history of coal sheds on station grounds is almost if not quite the same in point of time with the elevator, and while they do not accumulate traffic, they are very valuable as an unloading facility, saving a great deal of time in unloading and thus returning a car to active, earning use. The owner of a coal shed unloads and handles his coal more economically than the dealer whose yard is on a track, therefore he can and frequently does purchase and store coal at the seasons of the year when it is to the advantage of a carrier to have the tonnage. In principle and practice they are much like the elevator, they differ most in degree.

As to the other terms of the lease, there is but little complaint in this case. During a long period of years substantially the same conditions have been incorporated in the lease and lessees have been willing to accept them and build up their business under such terms. These matters, among other things, have been considered above in arriving at the value of the lease. For these reasons we will not, at this time, interfere with such other terms, except to say that Section 2120-m makes no provisions of this lease as to damages resulting from negligence of the carrier invalid.

It is therefore ordered that the Illinois Central Railroad may charge as a rental for the site of the Stacyville Grain & Coal Co. now occupied and used by it, not to exceed twenty dollars (\$20.00) per annum and that a lease not materially different from its old lease shall be executed or the present lease extended therefor.

I am always glad when the Journal comes for it has much of value and interest to me.—J. L. Wilkin, Cedar Point, Kan.

Nebraska Co-operative Meeting.

The seventeenth annual convention of the Nebraska Co-operative Grain & Live Stock Ass'n was held in Omaha recently. J. S. Carney, of Minden occupied the chair. One of the most important sessions was that devoted to discussions by managers. Among the topics were: Storage Reports to the Grain Corporation, Basis of Car Distribution, Individual Profits, and District Meetings Next Summer.

One of the notable speakers was Charles T. Neal, vice-pres. of the Grain Corporation who had recently returned from Europe and who gave interesting information. Another speaker of note was L. F. Gates, pres. of the Chicago Board of Trade, who took for his topic "The Future of the Grain Industry." Many of the members are interested in the stock business and the combination of stock and grain topics formed an interesting feature. The convention ranked as one of the most interesting ever held by the Ass'n. The following resolutions in reference to the Plumb plan of railroad operation were adopted.

Predictions have been made in the public press that the supporters of the Plumb Plan for railroad operation would in the near future count among their number the great farming class of the United States. It is appropriate that we declare our own position on this vital subject.

Ownership is the basis for efficient operation. Necessity for the protection of the public welfare is the only proper basis for outside control.

The demand by employees of the right to operate the railroads without first acquiring a proportionate ownership in them is equivalent to a demand for their confiscation.

No man or group of men, other than our government, has any right to demand the control of such property belonging to others, and the control of such property only as is essential to the public welfare.

The railroads are indispensable to modern civilization, and some plan of co-operation or profit-sharing should be undertaken which will result in the ownership by employees of a substantial portion of the railway stocks or bonds or both.

The interest of the public in the railways is paramount to the interest of any class, and provision should quickly be made by Congress to adjust differences that have arisen, or that may arise, between employer and employed to the end that no group of men, whether owners or employees, shall ever be permitted to stop the proper operation of this most necessary instrument for the public welfare.

A Filing System for the Carlot Dealer.

Grain commission merchants, brokers and other receivers who handle grain in carlots are confronted with a filing problem that has characteristics peculiar to itself. The immediate location of the papers relating to a car is frequently of vital importance, and yet the great number of cars handled each day and the fact that a car once finally disposed of will probably never be referred to again make it undesirable to adopt an elaborate filing system or one which demands a considerable amount of time for its manipulation.

The custom of designating individual cars by a combination of numerals and initial letters has brought about several filing systems based upon the car numbers themselves. And in any system of indexing cars the car number must play an important part. However, car data that is filed solely with respect to the car number is frequently difficult to locate readily. It is necessary under such a system to have separate filing cases for uncompleted and completed cars, and the fact that a given car is numbered 36643 gives only the information that the papers are to be found in that case covering "43" and it does not signify whether they are in the completed or the uncompleted file. Nor is it possible to avoid the necessity for going thru the entire number of cars ending in "43" to find the one desired if it happens that the papers on No. 36643 are reposing at the end of the case.

Serial No

Car No.

Bought of	
Purchase No.	Contract No.
Price	Basis
Invoice	B-L Wts.
Grade	Bu.
Sold to	
Date	Sale No.
Price	Basis
Sale Grade	
Routing	
Rate Origin to	Min.
Delivery Point	

BILL OF LADING RECORD

Date Rec'd	Date For'd.
Date B-L	Station
Road	
Routing	
Billed to	

Record on Envelope Containing Papers Relating to Car Lot Shipments.

The nature of the papers relating to carlot shipments suggests immediately that they may best be handled when placed within an envelope that gives on its exterior the principal details relating to the handling of the car. This has given rise to the use of filing envelopes, a typical sample of which is reproduced herewith.

A suggested system for filing carlot data is one that disregards as much as possible the car numbers and initials. This system is based upon the filing of the envelopes containing the papers in consecutive numerical order rather than in their order by car numbers. The car number itself is used only to learn the serial number of the envelope.

Under this system, the first paper that is received is given a serial number. This number is recorded in the proper column opposite the car number in the indexed car register and the serial number is placed alongside in the "Record" column. It is a simple matter to file the envelopes in the order designated by the serial number of each, and thereafter it is but the work of a moment to refer to the register to learn the filing serial number of a car, and but another moment is required to select the envelope from the files. It is not necessary to thumb thru a large number of envelopes, all ending in "43" to find the one covering car No. 36643 if it is known that this particular envelope is filed in the case under No. 18978.

The serial number system as thus installed still does not give the seeker any information about the completed or uncompleted status of the car. And if it happens that at first he looks in the wrong file it will be necessary to go to the other unless an additional step is interposed in the system.

This step may take either of two forms. The first is to place opposite each car number in the indexed register some mark that will indicate the car has been completed when that status has finally been reached thru the making of account sales. The second form, and the preferable one, is to record in an additional book the car number and initial, the serial number, the name of the firm from whom the car was received and the name of the one to whom it is sold. It is in this book, then, that the mark signifying completion of the handling of a car would be placed. This book may be known by any improvised name, or it may be nameless, as it has no effect on the general accounting system and is only for the purpose of facilitating reference.

With the system outlined above in use the procedure in locating an individual envelope will be as follows: Examine the register to learn the serial number; refer to reference book to learn whether completed or uncompleted; select envelope, by serial number, from file in which it was last placed.

This system, properly installed and operated with a fair degree of carefulness, will avoid entirely the necessity for endless seeking after envelopes that have been misplaced by a former clerk who placed a "43" envelope with the car numbers ending in "42," and it will eliminate the need for a succession of filing cases for cars ending in "43," the latter a thing that cannot be obviated in the system of filing by car numbers.

THE FORAGE BRANCH of the quartermaster's office in Chicago ceased its existence Nov. 15. Any claims against the office should be presented to the various zone supply offices.

Coming Conventions.

Jan. 13, 14, 15, 16. Farmer Grain Dealers' Ass'n. of South Dakota, at Aberdeen.
Jan. 20, 21, 22. Farmers Grain Dealers Ass'n of Iowa, at Sioux City, Ia.
Feb. 10, 11, 12.—Farmers Grain Dealers Ass'n of Illinois, at Peoria.
June 22, 23, 24. American Seed Trade Ass'n at Milwaukee.
June 21—Wholesale Grass Seed Dealers Ass'n at Milwaukee, Wis.

Successful Women Managers.

Mrs. Ruth M. Greenwood fills the important position of manager of the Creston Union Grain Co. at Creston, Wash. The company does an annual business of about \$500,000 and handles from half to two-thirds of the grain coming from its territory.

Naturally Mrs. Greenwood is rather proud of her position in the grain trade. Grain dealing is a line of business in which women are newcomers, and the few engaged are entitled to the prestige of pioneers. So far as the Grain Dealers Journal has been able to learn, Mrs. Greenwood has few competitors. At Ogden, Ia., Miss Edith Akers has recently been promoted from bookkeeper to manager of the Farmers Co-operative Elevtr. Co. Miss Gertrude Huhn is mgr. of the new Farmers Elevator at Clintonville, Wis. Miss Edith Ward, a graduate of Vassar College, is mgr. of the Ward Grain Co., at Gardner, Kan. Many women are alert and keen traders but few are successful managers of country elevators.

C. I. F. terms were recently construed in a case before the English High Court. A cargo had been sold "c. i. f., cash against documents" and when the goods arrived the documents were tendered, but because they did not include an insurance policy, the purchasers refused to provide cash. In the delay which followed the market fell off and the sellers entered suit for damages caused by non-acceptance. The sellers contended in the action in court that buyers ought to accept a broker's note or certificate of insurance, instead of the actual policy, on account of the sanction of the practice by custom, but the court held that the buyer was entitled to call for an actual insurance policy.

CRITICISM was heard of the new rule of the Canada Wheat Board imposing a tax of 15c per bu. on wheat, to be paid by the first buyer. Farmers charged it was a device to impose the expense of the board on the farmers. and James Stewart, chairman of the Board said a new exception to the rule would meet the wishes of the farmers who take their own wheat to the small mills to be ground. It will not be necessary to remit to the Board the 15c in such cases, provided the name of the farmer, the quantity and the quality of the wheat and the amount of offal to be returned to the farmer are given. How Government officials do cling to red tape.



Mrs. Ruth M. Greenwood, Creston, Wash., Mgr. Union Warehouse Co.

Acceptance of Shipment by Carrier.

At points where the railroad company has no agent a question arises as to when the carrier assumes responsibility for a car loaded, sealed, recorded and billed by shipper who lacks only the signature of the carrier's representative. Such a case was decided by the Supreme Court of Colorado Oct. 6, 1919, adversely to the shipper, Colorado Alfalfa Mill & Power Co., and in favor of the A., T. & S. F. R. R. Co.

Plaintiff had an alfalfa meal mill at Roberta, Colo., and for some months had made shipments therefrom over defendant's railway. These shipments amounted generally to one or two cars daily, though sometimes as many as four cars were shipped, and occasionally, for several days, none at all. Roberta is about three miles from Swink, and both stations are on defendant's railway. An agent is employed at Swink, but none at Roberta. Roberta is on a branch line, and shipments to and from that point are handled by the agent at Swink. In the early course of this business, cars were loaded and moved to Swink, where B/L were made out and delivered. The bills used contained the following provision:

"Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels, or until loaded into cars or vessels, and when received from or delivered on private, or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains."

Saturday, Jan. 30, 1915, two empty cars were placed on the siding adjacent to the mill; one of these was loaded by plaintiff and removed by defendant. Plaintiff finished loading the other about 5:30 p. m. at a time when the local train should have been supposed to have returned to Swink for the day. No train was operated on the branch on Sunday. No notice of any kind was given defendant that the car was ready for shipment. During the night following this car of meal was destroyed by fire of unknown origin. Plaintiff brought suit to recover the value thereof, \$239.40. Jury was waived, and upon trial to court plaintiff obtained judgment. From that judgment defendant prosecutes this writ. Plaintiff contends that at the time of the destruction of the meal in question it had been delivered to and was in the possession of the railway company. Defendant maintains the contrary.

Judge Burke said: Plaintiff produced evidence that: The defendant, by its agent at Swink, delivered to G. I. Boyd, plaintiff's assistant manager, blank bills of lading, a seal book, and car seals. Defendant, when required by plaintiff, placed empty cars for its use upon the siding in question. When loaded by plaintiff, its agents sealed the cars, made a record in the book mentioned, and filled out a B/L, except the signature by defendant. Cars so loaded, sealed, recorded, and billed were removed by the railway company, either upon notice by telephone to the agent at Swink or when so found by the railway company's train crews. When so removed, such crews first learned from plaintiff's agents that the cars were ready for shipment; B/L was presented to the conductor, who signed the same for defendant and delivered copy thereof to its agent at Swink.

It affirmatively appears from the evidence that no car was ever removed from this siding until notice by telephone to the agent at Swink that the car was loaded and ready, or until such notice was given orally to the train crew by plaintiff's agents, or until B/L had been signed and copy thereof passed into the hands of defendant's agent, the conductor. Such notice and signing of B/L were an essential part of the custom and usage constituting the contract, or supplanting that portion of the contract requiring the attachment of the cars to defendant's train to constitute delivery. Delivery and acceptance were essential to impose upon the railway company the duties and obligations of a common carrier. *Hutchison, Carriers* (3d Ed.) vol. 1, § 105.

There is no proof thereof as to the car in question; hence a fatal defect in the evidence of delivery. In addition to this, there is no evidence of any notice to the company more than that the car already loaded and taken would be ready for shipment on the 30th. The car in question was loaded and sealed after the local had gone. No crew would be where it could reasonably be expected to learn of the loading of this car until the following Monday. There was no actual delivery and acceptance

of the car in question; nothing which could be construed, either under the law, or the bill of lading, or the established custom and usage, as such delivery and acceptance.

At the time of the fire the car was therefore in possession of plaintiff, and the judgment is accordingly reversed, with directions to the court below to enter judgment herein for defendant.—184 Pac. Rep. 373.

WE UNDERSTAND the grain corporation has sold most of its stock of good hard winter wheat, their total sales of all wheat being about 30,000,000 bus. The lifting of the embargo on wheat will not help much, Canada having only about 20,000,000 bus. to spare, and will not let that come to the United States except at a very high price, therefore would not be surprised to see higher prices again paid in all markets, particularly on hard; in fact prices are advancing daily. Red wheat will also be wanted, even by the northern mills, on account of its high yield of flour, to mix with the light weight springs. There seems to be no particular risk in holding wheat.—W. H. Perrine & Co.

A SECTION OF THE house railroad bill, which was passed in the house on Nov. 13, requires the railroads to file application for increased rates within 60 days after the railroads are returned to private operation. This seems to be a popular bill and was passed by a decisive vote.

PRICES of meat animals paid to the producer advanced from \$5.44 on Jan. 15, 1912, to a top of \$15.61 on July 15, 1919, as reported by the U. S. Dept. of Agriculture. The October 15 price is given as \$12.22, leaving room for a further decline.

Annex for Farmers' Terminal Elevators at Council Bluffs, Ia.

Many of the modern elevators operated by the grain dealers of Omaha are located across the muddy Missouri river in Council Bluffs, Iowa, and here is located the new 500,000 bushel reinforced concrete annex of the Farmers' Terminal Elevators.

The annex is designed primarily for storage and it has no receiving sinks or legs, but grain can be conveyed to and from its bins at the same time grain is being conveyed to and from the storage tanks of the original elevators built two years ago.

The annex, which is illustrated herewith, is composed of 10 cylindrical reinforced concrete tanks grouped in two rows so as to form 4 interstice bins. The tanks are 27 ft. c. d. and 118 ft. high, resting on wood piles. A 36-in. rubber belt above the bins is fed by a 36-in. cross belt from the workhouse. Grain is removed from the bins by two 36-in. shipping conveyors which discharge onto a 36-in. cross conveyor to the workhouse. The 5 conveyors were supplied by the Gutta Percha & Rubber Mfg. Co., and each is driven by a G. E. Motor. S-A takeups, rollers, conveyors, trippers, bin valves and spouts are used. The bin bottoms and steel work was supplied by the American Bridge Co.

The annex, which has a spacious, well-lighted basement, was designed and erected by James Stewart & Co.

YOUR JOURNAL is a necessary source for information.—J. W. Barr, New Orleans, La.



Steel Bin Bottoms and Shipping Conveyor in Basement of Farmers Terminal Elevators at Council Bluffs, Ia. [See facing page.]

Claims on Clear Record Cars.

By OWEN L. COON.

Claims on clear record cars, as stated in previous articles, are the hardest class of grain claims upon which to obtain results. Order No. 57 A of the U. S. Railroad Administration orders claim departments to refuse payment of all of such claims. Shippers must expect R. R. claim agents to use this order as grounds for refusing a clear record claim, wherever it is thought that suit will not be brought upon the claim.

When such claims arise the railroads contend that the loading weights are in error. That is their one main defense in any suit upon a clear record claim. The common law of this country holds the carrier liable for *proved* differences between loading and destination weights. If there is a shortage the burden of proof is upon it to explain how the shortage occurred. If there is no error in the loading weight, the railroad cannot as a rule explain to the court and jury that it did not by rough handling in transit at some point of the journey cause the loss in question.

As a result, the contention always is that it delivered all of the grain placed in the car and that the apparent shortage is only a discrepancy in weights. The destination weight when arrived at under Board of Trade supervision is rarely questioned by the railroad claim department. The only chance of showing a discrepancy in the weights then is to attack the loading weight.

If shippers expect to be able to make good on clear record claims, it will be done on the strength of the correctness of loading weights. If scales are inspected regularly and do not overrun at destination, and can be proven accurate and there is a shortage at destination, I am of the opinion that all claims of this character if pressed to suit in the proper manner can be collected even though the car has a clear record.

The action of the Paisley Mill & Elevator Co. of Witt, Ill., on a clear record claim would serve as a good precedent to follow in these matters. This firm loaded a car of wheat for Philadelphia and it was short at destination over 10,000 pounds. Nothing to show a defective record in handling has been found. But I am confident that I can sooner or later secure the payment of this claim and for this reason. This car was sent through Mattoon, Ill., and weighed over the railroad's track scales. When the shortage was discovered and before any claim was filed, they requested their local agent to obtain the weight obtained by the railroad at Mattoon. This was done and was within three hundred pounds of their own loading weight. Now the shipper has in his possession evidence that the railroad's own records prove the correctness of his loading weights. With this evidence how can the railroad evade the payment of the claim on its usual contention with clear record claims that it did not receive the amount of grain claimed to have been loaded.

Find out by inquiry through your local agent, your receiver, or by some method of investigation whether your cars to any certain market are weighed over track scales in transit by the railroad. If so, get those weights when a large clear record claim arises or inform the one handling your claim where such weight was taken. If such evidence is obtained, it will secure payment of the claim.

Many clear record claims are unjust and are rightly refused by the carrier. Many others should be paid. Where there is a shortage of several thousand pounds of grain and still a clear record of handling exists, it is certain the record is clear only because railroad records are infallible. Merely because the railroad does not make a record of all of its rough handling is no sign such does not exist. To show how faulty is the investigation of some claim departments, I have held defective car condition reports in my possession and filed the claim without them. Because such

was not filed, the claim official has made the presumption there was nothing against the car and has refused the claim as being a clear record car. Imagine his surprise when I sent back the proof of a leak at destination.

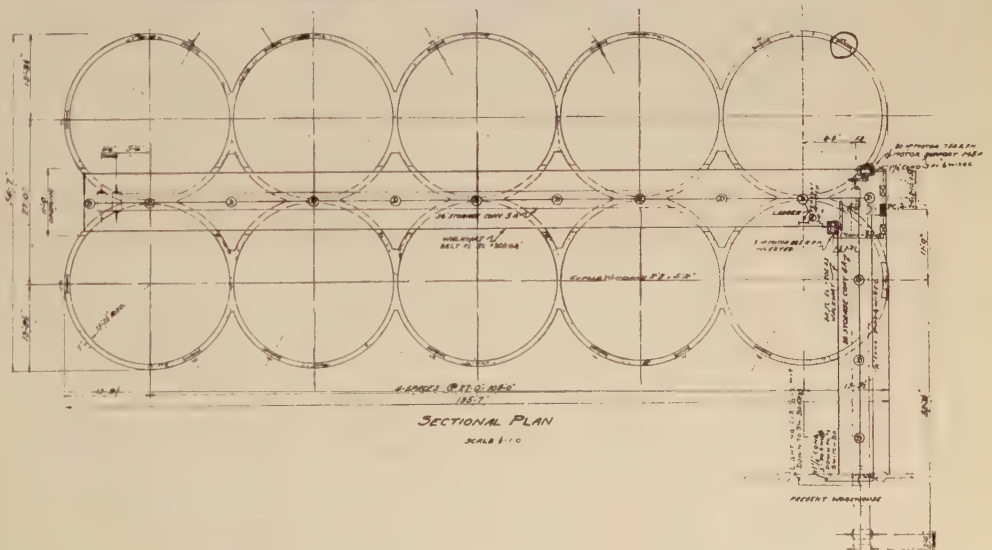
THE GOVERNMENT of the Ukraine in Russia has proposed to the Swedish government an exchange of 1,000,000 kilos of grain, according to consular advices, for manufactured goods. Lack of transportation is said to make the exchange impracticable.

THE AUSTRALIAN WHEAT BOARD, it is reported, has decided not to grant the British Government an option on the purchase of some 18,666,666 bus. of wheat, until after Dec. 31, because of the uncertainty of the next harvest.

THE BELGIAN AND ROUMANIAN governments have entered an agreement whereby Belgium will supply Roumania with 50,000 tons of coal per month in exchange for wheat which Roumania sells to Belgium at a price 25% less than Belgium can buy it elsewhere.



Annex to Farmers Terminal Elevators at Council Bluffs, Ia.



Sectional View Annex, Farmers Terminal Elevators, Council Bluffs, Ia. [See facing page.]

Hedging Transactions in Grain Futures.

By ROLLIN E. SMITH, CHICAGO,

Author of "Hedging in the Future Markets."

HEDGING BY FARMERS.—Mention is made in the foregoing of hedging by big grain growers. This is not an uncommon practice in the spring wheat region, particularly in North Dakota, where there are many large farms where from 10,000 to 50,000 bushels of wheat is grown by one man or company. When the crop has passed the stage at which it can seriously be damaged, the grower may hedge his wheat, or part of it, by selling the September or December future, provided he is satisfied with the price. Then as the wheat is delivered at his railroad station, he sells it and at the same time wires his broker to buy an equal amount in the futures market, thus taking off his hedge as rapidly as he hauls his wheat to the nearest elevator.

During the first three or four months of the crop moving season, hedging sales come into the principal grain exchanges—Chicago, Minneapolis, Duluth, and Kansas City (and Winnipeg, in Canada) by the millions of bushels daily. As rapidly as the farmer sells his wheat in the country, it is being sold at the market centers for general distribution to the mills throughout the country, to exporters, and to the great terminal elevators, in which the surplus is stored for later distribution. The country buyers are, in effect, the agents of the distributors.

While the price tendency during the early movement of a large crop is usually toward a lower level, later on, when the elevator companies are taking off their hedges every day (buying instead of selling) the market is stimulated accordingly and has an upward tendency. Soon after January 1 the crop movement begins to decline and the elevator companies gradually reduce their holdings of grain, and as they do so they also reduce their outstanding hedges, buying a little in the pit every day.

TERMINAL ELEVATOR COMPANIES.

—Terminal elevator companies are the fourth and last mentioned of those who largely use the futures markets on the selling side for hedging purposes. They are next to the line elevator companies in volume of business transacted in the pit.

Terminal elevators, as the name indicates, are located at the terminal or market centers, and the companies at most markets buy their grain at the exchanges instead of in the country as do the line elevator companies, the independent and the farmers' elevator companies. The business of the terminal elevator companies is to buy day-to-day surplus at the markets and carry it until the decreasing supplies late in the winter and the following spring cause a demand.

In order to protect themselves against loss from a decline in price when carrying from 1,000,000 to 5,000,000 bushels of wheat, the terminal elevator companies hedge the grain as rapidly as they buy it, by selling an equal amount of December and later changing their hedges over to the May.

INFLUENCE ON CROP MOVEMENT.

Hedging has an indirect influence—indirect so far as the market is concerned, but very direct in another way—on the crop movement and the carrying of grain in terminal and country elevators, which is not understood outside of the grain trade. That is, the banks loan money readily on grain in store, almost to its market value during normal market conditions, if the grain is hedged. But if it should not be hedged, the banks would regard the elevator companies as speculators, which they would be, and their business would not be regarded as so desirable.

If, for example, none of the elevator companies should hedge the wheat they buy, two

new factors would enter into the handling and financing of the crop. First, the line elevator companies and the other buyers in the country would have no protection against loss from price declines: their business would at once be upon a speculative basis and they would endeavor to guard against losses by buying at a big margin under the price at the market centers. Instead of a few cents plus the freight, they would buy at 15c, 25c or even 50c margin as an allowance against price declines, accordingly as the price were high or low. This would not be a matter of choice but of business necessity, until the business should finally become established upon a new basis.

Furthermore, there would not then be the small differences that at present exist between the several markets; each terminal market would be a law unto itself. The nice balance that in normal times is maintained between the various markets is due to the operations of "spreaders," i. e., speculators who buy in one market and sell an equal amount in some other whenever the price difference widens beyond a correct relative difference—a difference based upon the freight plus handling charges, after allowing for local conditions that may exist at different centers. "Spreading" between different markets will further be touched upon under the head of speculation.

It is difficult to say what the effect of non-hedging would be on the business of the terminal elevator companies. Under the existing system up to the time the handling of wheat was taken over by the Food Administration Grain Corporation, in 1917, terminal elevator "paper" was in the highest class of loans. All the wheat in the terminal houses was hedged and no hint of speculation entered into the business. It is hardly necessary to say that all terminal elevator companies are large borrowers of money when they are carrying from one to several million bushels of high-priced grain in their houses. If the companies should not hedge, their business would at once be changed into a hazardous, speculative enterprise, at which the banks would look with concern. Therefore it seems inevitable that the business of handling and storing grain at the terminal markets, and of buying it in the country, also, would rapidly drift into the hands of a very few concerns of great capital. Working capital might then be secured by selling bonds, instead of borrowing at the banks as needed, which even small and unimportant elevator companies now freely do.

HEDGING AGAINST SALES OF FLOUR OR GRAIN BY BUYING FUTURES.

—Those who hedge by buying futures against sales of flour or grain make up the second class of users of the futures markets. The largest hedgers in this class are the mills, who probably hedge equal to 300,000,000 to 400,000,000 bushels of wheat annually in the several grain exchanges.

As the price of flour is always lower at the beginning of a new crop than flour from old wheat towards the close of a crop year, flour jobbers begin buying two months before new wheat can be ground, and continue to make heavy contracts up to late in the fall. The winter wheat crop begins to move freely in July, and spring wheat a month later. By that time, however, the mills may have sold as much flour as they can make by January 1.

It is of course impossible for them to buy an equivalent amount of wheat, for it has not yet left the farmers' hands, nor even been threshed. But if the wheat were available, the mills could not buy it, as they could neither finance nor store it, unless they owned most of the line and the terminal elevators.

It is not necessary for a mill to immediately buy wheat in order to sell flour for 30, 60, or 90 days' shipment, nor is a mill speculating when making such sales. The method

followed is the reverse of that of the line elevator companies, who sell futures in the country as soon as they buy wheat in the country, and later buying the futures back when they sell the wheat.

For example, a mill has an order in July for 10,000 barrels of flour to be shipped in September. The price cannot be based upon the price of cash wheat at that time, for it is much higher than it will be in September when the new crop movement is heard of. Therefore, the price for the flour must be based upon the probable price of the wheat in September. The only factor in the entire market system to indicate what this may be is the September future. Taking this as a basis, the mill figures a price at which the flour can be sold for September shipment and wires the price to the jobber. If accepted, the mill orders its broker to buy 40,000 bushels of "September" wheat, i. e., the September future. When this is done the mill gives no further heed to the market. Whether it declines or advances makes no difference as regards that transaction. When September comes around, the crop is moving freely, so the mill has no difficulty in buying all the wheat it needs. When the wheat for the flour sale in question has been bought, the mill at once orders its broker to close out the hedge against the flour sale. This is done by selling 45,000 bushels of "September" wheat in the pit. That transaction is now closed and the mill has the actual wheat with which to fill the flour orders. As in the instance of the line elevator company's hedge used as an illustration in the foregoing, the profit or loss in the option account is offset by approximately the same profit or loss, reversed, of course, on the cash wheat. Therefore the mill makes only the profit calculated when the sale was made in July, and at no time "stood to lose anything"—unless it was necessary to pay a "premium" for the wheat.

So heavy is the buying in the futures markets by the mills early in the crop season that their purchases sometimes absorb all the hedging sales of the line elevator companies. Sometimes occurs that the price of wheat will advance during a heavy movement when the elevator companies are selling freely every day, because of such buying in the futures markets by the mills against sales of flour for deferred shipment.

PREMIUM ON CASH WHEAT.—The premium on cash wheat referred to in the foregoing is a market factor of great importance to mills, terminals and line elevator companies and is also an influence in the speculative markets.

In short, grain sells at a premium when the market price is above the future, and the premium is the amount itself, 1c or several cents, which the grain sells above the future. For example, if the September option is \$1.00 and cash wheat of contract grade sells at \$1.05, it is selling at 5c premium.

A premium works against the mills and in favor of the line elevator companies. If wheat was at a premium over the September future when the mill bought its 45,000 bushels, the mill lost the amount of the premium. That is, if cash wheat of the standard grade was selling at, say \$1.05 and the September future at \$1 at the time the mill bought the wheat and closed out its hedge, it lost 5c a bushel of the 45,000 bushels. Conversely, if an elevator company should sell its wheat at a premium at the same time it closed out a hedge, it would gain the amount of the premium.

Mention is made of premiums, in this connection, not because the subject may belong to an article on hedging, but rather to illustrate one of the many complicating and important features of the market about which little is known outside of the grain trade.—[Copyrighted.]

[To be Continued.]

The Types of Corn.

Corn was not known to the civilized world until America was discovered. The early explorers of this continent found the Indians growing corn in what is now the United States, Mexico, Central America and the western countries of South America. The cereal was grown and utilized by the Indians long before the discovery of America. Ears of corn were found in the burial mounds of the prehistoric tribes of Ohio, of the Cliff Dwellers in Arizona and New Mexico, and in mounds left by the early inhabitants of Peru. It is believed the corn is a native of America and that it originated somewhere in Mexico, writes C. C. Cunningham, assistant professor of agronomy, in the biennial report of the Kansas State Board of Agriculture, from which the following is taken.

The Indians produced corn for food, and this cereal was their principal vegetarian diet. The early settlers of America followed the example of the Indian and planted corn to supplement their diet of wild game and other food. Had it not been for corn the early colonists of America would have found it very difficult to obtain suitable supplies of food.

Corn was introduced into Europe after the discovery of America. It was first grown in the countries bordering on the Mediterranean, where it was brot by ships sailing from America. It rapidly spread to adjoining countries, but was not grown extensively until the last century, except in Portugal and Spain. Corn is now grown in all parts of the world to which it is adapted.

When corn was introduced into Europe it was known as Maize, a word coming from Mahiz, the Indian name for this crop. It was also called Indian corn to distinguish it from wheat, oats, rye and barley which in Europe are known as corn.

The botanical name for corn is *Zea mays*. It belongs to the grass family of plants, and

is the only member of the genus *Zea*. It has no close relations, either cultivated or wild, and therefore it is quite unlike any other cereal as regards its plant characters and habits of growth. The principal difference between corn and other cereals is that corn bears the flowers on two parts of the plant. The male of staminate flowers are produced by the tassel while the females or pistil flowers are borne on the cob, which if properly fertilized becomes covered with grain, thus producing an ear of corn.

Most cultivated crops can be traced back to some wild form. There are, however, no known wild types closely related to corn, and the ancestor of this crop has not been definitely determined. Some authorities believe that corn originated from teosinte, a forage plant grown in favored localities in Mexico and Central America.

There are six different types of corn or *Zea mays*; namely, dent corn, flint corn, flour corn, sweet corn, pop corn and pod corn.

The dent corn is the type most extensively grown in the world. Practically all of the field corn grown in the eastern three-fourths of Kansas is of this type. A kernel of dent corn is so constructed that a column of white starch extends from one end of the kernel to the other, and the sides of the kernel are composed of the horny starch. As the corn matures, the white starch shrinks considerably, thus causing the outer end of the kernel to contract, which results in the formation of a dent or crease in the crown, hence the name, dent corn. Dent corn is characterized by deep wedge-shaped kernels, large diameter of ears and a large number of rows per ear.

The flint corn differs from the other types in that the ears are comparatively long and slender, with from 8 to 12 rows of kernels. The kernels are not dented, and are hard and flinty. The plants usually are smaller than those of the dent type. The flint corns are

adapted for short growing seasons and are most extensively grown along the northern edge of the United States and in southern Canada, in limited areas in some of the western states, and in Argentina. Millers prefer flint corn for making corn meal, it being more desirable for this purpose than the dent type.

Flour corn differs from dent and flint types in that the kernels have no horny starch. The grains are soft and are easily ground or masticated. This variety was grown quite extensively by the Indians because it was easy to grind. Soft corn is of little economic importance. It is grown to some extent in Mexico, Central America, and in portions of South America. The ears of soft corn resemble those of the flint type, the kernels, however, are comparatively large.

Sweet corn is characterized by its sweet taste and by the wrinkled or shriveled appearance of the kernels.

Pop corn is distinguished from the other types by its ability to pop or burst into a white fluffy mass when heated.

Pod corn differs from the other types in that each kernel is enclosed in a little husk or pod. The variety is of no economic importance and is grown as a curiosity.

Corn varies more in type, size and characteristics than any other cereal, except sorghum. There are several hundred varieties of corn. The principal characters that differ in corn are the color of the grain, the type of ears and grain, the size and maturing of the variety, and the growing habits of the plant. The color of the grain may be white, yellow, red, purple or calico, or a combination of these various colors. The white and yellow colors are the predominating ones.

Varieties of corn vary in size from very early maturing ones, which reach a height of about 3 feet, to varieties which grow from 20 to 25 feet tall and require 200 days in which to ripen.

Brief Filed in Terminal Demurrage Case.

Jeffery, Campbell & Clark, attorneys for the Chicago grain elevator operators, have filed with the Interstate Commerce Commission, a brief arguing five important exceptions to the finding of Examiner Gerry, published in the Journal Nov. 25, page 929.

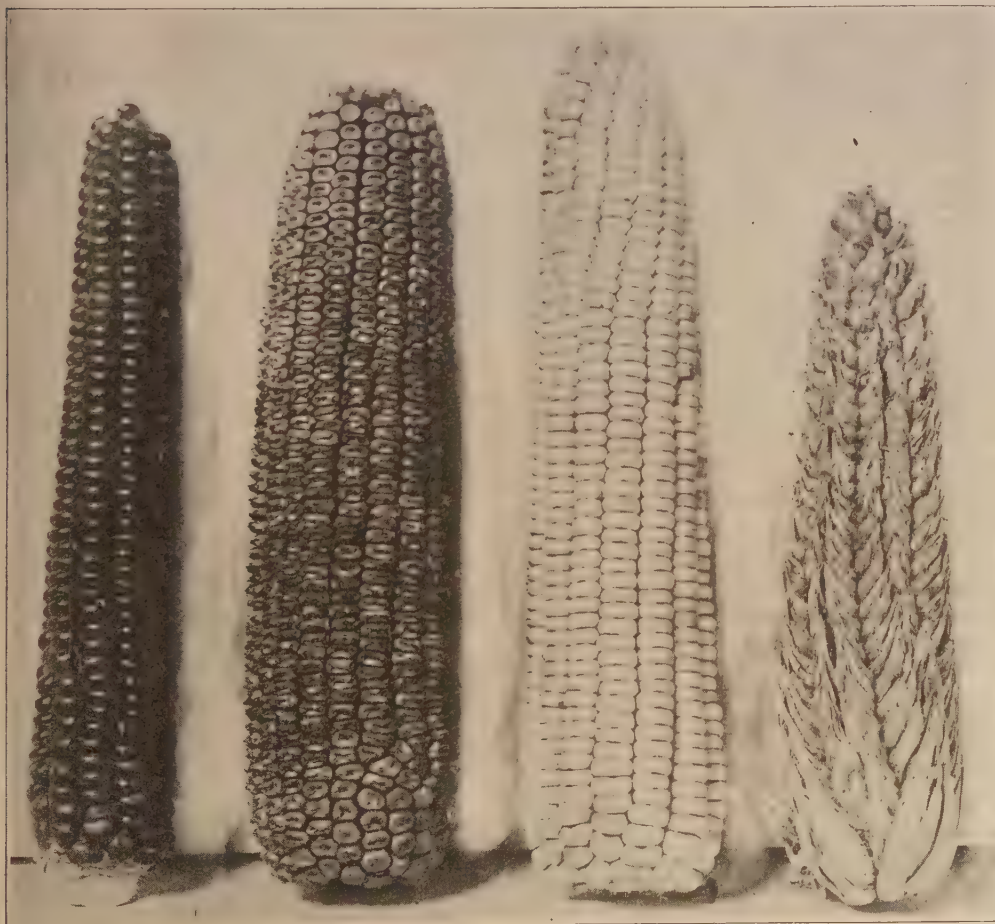
The exceptions by Attorney James C. Jeffery are well taken, both as to the facts and the law.

Examiner Gerry held:

"There is no specific evidence to show that the Chicago grain dealers as a consequence failed to secure their proper proportion of empty equipment for eastern destinations as compared with the Twin City grain dealers or dealers at any other point."

Mr. Jeffery in his exception No. 3 to the foregoing statement says:

We do not see how the examiner can make such a statement in view of the unrefuted testimony of Ex-President Griffin of the Chicago Board of Trade and others. Mr. Griffin testified that the lines out of Chicago furnished an average of but eight cars per day in the switching district of Chicago (Rec., 14-17), whereas, he further showed (Rec., 55 and 56) that Minneapolis was getting 750 empty cars a week. No attempt was made on the part of the carriers to refute this or explain it. It might be added that when most of the harm had been done and Chicago exerted all the influence it could at the time that this discrimination was going on it was finally stopped, but not before the harm had been done. It may be pointed out, however, that Chicago had the same long standing contracts down east that Minneapolis did that the examiner refers to and furthermore was five hundred miles nearer down east than Minneapolis is.



Flint Corn.

Dent Corn.

Flour Corn.

Pod Corn.

[illegible]

N. B.—If exception is taken to terms stated hereon, wire us on receipt of this confirmation.

No.

....., 19.....

We confirm { purchase from } you, as per our { wire
sale to } phone

per bushel, basis.....

.....Weights and Official Inspection to govern settlement.

Shipments made hereunder to be billed as follows

Notifyand routed via.....

.....for delivery by.....

This transaction is subject to the rules of the
and the regulations and requirements of its Board of Directors. [In the absence of other
specified provision in this respect, this transaction is to be governed by the Trade Rules
of the Grain Dealers National Ass'n, in force at time of making this trade.]

Seller to pay the charges for weighing and inspection customary at point of unloading, and any other charges that may accrue.

Yours very truly,

Accepted:

By By
Manifest Errors Excepted.

Julius H. Barnes, United States Wheat Director, today made the announcement on the exchanges of the various seaports in the country that the flour position in the United States is now apparently easy enough to warrant the Grain Corporation in offering to sell from its stocks to any foreign buyers the "straight" grades of pure wheat flour which it has been handling in export. Heretofore, sales of this flour have been confined largely to supplying the Allies.

According to Mr. Barnes this action is but another step in the effort to assist the reconstruction of trade facilities outside of Government agencies. It is hoped that it will facilitate business by American exporters, in spite of difficulties still to be overcome in private transport and private finance.

It is understood that during the last week Canada advanced its price on export flour to \$13.00 a barrel, or even more. The willingness and ability of the United States to furnish large quantities of pure wheat flour at \$10.50, consequently will be quite a relief to those buyers heretofore partially dependent on Canadian flour, formerly available at about \$12.00 a barrel.

Flour production in the United States has been on a large scale and, in the case of winter wheat "straights" without material advance in price. This accumulated position warrants an extension of the sales policy of the Grain Corporation in the opinion of the Wheat Director.

The elimination of the export embargo on December 15th also makes it possible for exporters to operate direct with the mills, but this offer of the Grain Corporation to provide cargo lots readily from its large stocks in the various seaports will be a material aid.

Montreal, Que.—Brosseau & Brosseau, hay and grain dealers, have registered.—B.

Toronto, Ont.—Wilmot D. Matthews, capitalist and grain merchant, who died last May, left an estate valued at \$2,291,163, the bulk of which is shared by his two sons and two daughters.

Winnipeg, Man.—E. W. Kneeland, gen. mgr. of the British American Elvtr. Co., has been elected a director of the Merchants Bank of Canada. He is also a director of the Canadian Bond & Mortgage Co.—B.

C. B. Scott, for many years a member of the Board of Trade, died Dec. 9, from ulcers in the stomach. His death was very sudden and was a great shock to his many friends and acquaintances on the exchange, many of whom had talked and laughed with him on the floor just a day or two ago. He was 61 years old.

THE PRICE OF BREAD in Russia, according to a wireless message from Denikin's forces, has gone up to 90 roubles or approximately \$46.35 per pound.

[illegible]

Feedstuffs

CLINTON, IA.—The Champion Feed Milling Co. will erect a \$150,000 plant here.

THE FREIGHT DIVERSION privilege at Sayre, Pa., has been restored by the Railroad Administration.

DAVENPORT, IA.—James Boyce has resigned as manager of the Purity Oats Co. to engage in the feed business.

STUEBENVILLE, O.—The J. F. Robertson Feed Co. has been incorporated with \$42,000 capital stock by John F. Robertson, Fred F. Saunders, Ida F. Robinson and Pearl F. Salmon.

ST. LOUIS, MO.—J. P. Condon will have charge of the feed department of the Standard-Tilton Milling Co. He is a recent applicant for membership in the Merchants' Exchange.

THE CANADIAN TERMINAL elevators announce, thru A. B. Hudson, that they have agreed to sell screenings to the Canadian Feed Mfg. Co. at the market price.

GREEN LAKE, WIS.—The Wisconsin Central Lumber Co. is installing an electric motor in its elevator and seed warehouse for loading and recleaning seeds, in place of a gas engine.

KANSAS CITY, MO.—A car of unthrashed kaffir from Texas was received by the Moffatt Grain Co. recently, said to have been the first ever received here in that condition. It was sold to a feeder in Montana.

CINCINNATI, O.—A large addition for use as a grain-drying plant is planned by the American Diamalt Co. in the plant at Riverside. It will be concrete construction, three stories in height and 53x55 feet in size.

THE CANADIAN WHEAT BOARD has fixed the price of bran at \$45 per ton in 100-lb. jute sacks and \$52 per ton for shorts. No mills in Canada may enter a contract for the delivery of bran or shorts for more than 30 days.

OSWEGO, N. Y.—The Oswego Milling Co., recently organized to do feed business, has its plant about ready for operation. It has opened a Buffalo office, in the Chamber of Commerce building, with H. E. Bradt in charge.

MEMPHIS, TENN.—Plans have been made by the Delta Flour & Feed Co., for a new steel and concrete warehouse to cost \$100,000. Work will be started at once. The company is a new one which will make an active campaign for business.

FT. LYON, COLO.—The Otto Weiss Milling Co. of Wichita, Kan., will build a large feed plant here, to be equipped with a 150-hp. Fairbanks engine, and a 15-ton scale. It will have a capacity of several carloads of feed a day. The White Star Co. has the contract.

MEMPHIS, TENN.—The W. C. Early Co., which for a number of years has done a large grain and feed business and specialized on a brand of hog feed, has lost its identity by merger with two other companies under the name of the Early-Stratton Co. The feed department will be continued under the management of Andrew J. Dearth. The capital stock of the new company will be \$1,200,000.

PEORIA, ILL.—The manufacture of cellulose is to be started by the American Milling Co. in its plant at South Bartonville, with ma-

chinery to be shipped and installed from another factory at Owensboro, Ky. The company hopes to contract with farmers in the Peoria district for 250,000 lbs. of raw corn pith at 10c per lb. at the point of shipping. Sacks for shipping will be supplied to farmers who wish to sell. One of the chief uses of the cellulose to be manufactured will be for insulation purposes, it being an excellent non-conductor of heat and cold. The company will manufacture the product in a raw state, which will be shipped to other manufacturers to be refined and placed on the market.

THE ASS'N of Feed Control officials at a recent meeting in Washington adopted definitions as follows: Screenings consist of smaller, imperfect grains, weed seeds and other foreign materials having feed value, separated in cleaning the grain. Scourings consist of such portions of the cuticle, brush, white caps, dust, smut and other materials as are separated from the grain in the usual commercial process of scouring. If to any of the wheat by-products there should be added scourings or screenings, as defined, either ground or unbolts, such brand shall be so registered, labeled and sold as clearly to indicate this fact. The word "scourings" or "screenings," as the case may be, shall appear as a part of the name or brand and shall be printed in the same size or face of type as the remainder of the brand name. When the word "screenings" appears, it is not necessary to show in the label the word "scourings."

Hogs are the chief consumers of corn. In fact, according to the Bureau of Crop estimates, half of the crop goes to feeding hogs. Horses eat 24 per cent, cattle 19 per cent, and poultry 5 per cent. Horses consume 68 per cent of the oats crop, cattle 13 per cent and hogs 11 per cent. Barley is chiefly eaten by hogs to the extent of 60 per cent of what is eaten by animals; horses eat 18 per cent, cattle 12 per cent and poultry 11 per cent. Of the small amount of the wheat crop fed to animals, 59 per cent is fed to poultry and 29 per cent to hogs. Of the rye fed to animals more than one-half goes to hogs, the remainder to horses and poultry. Taken as a whole the figures of the bureau show that hogs are the greatest

grain eaters, horses a close second and cattle third. On the other hand, cattle are the greatest forage eaters and with horses consume the bulk of the forage crops.

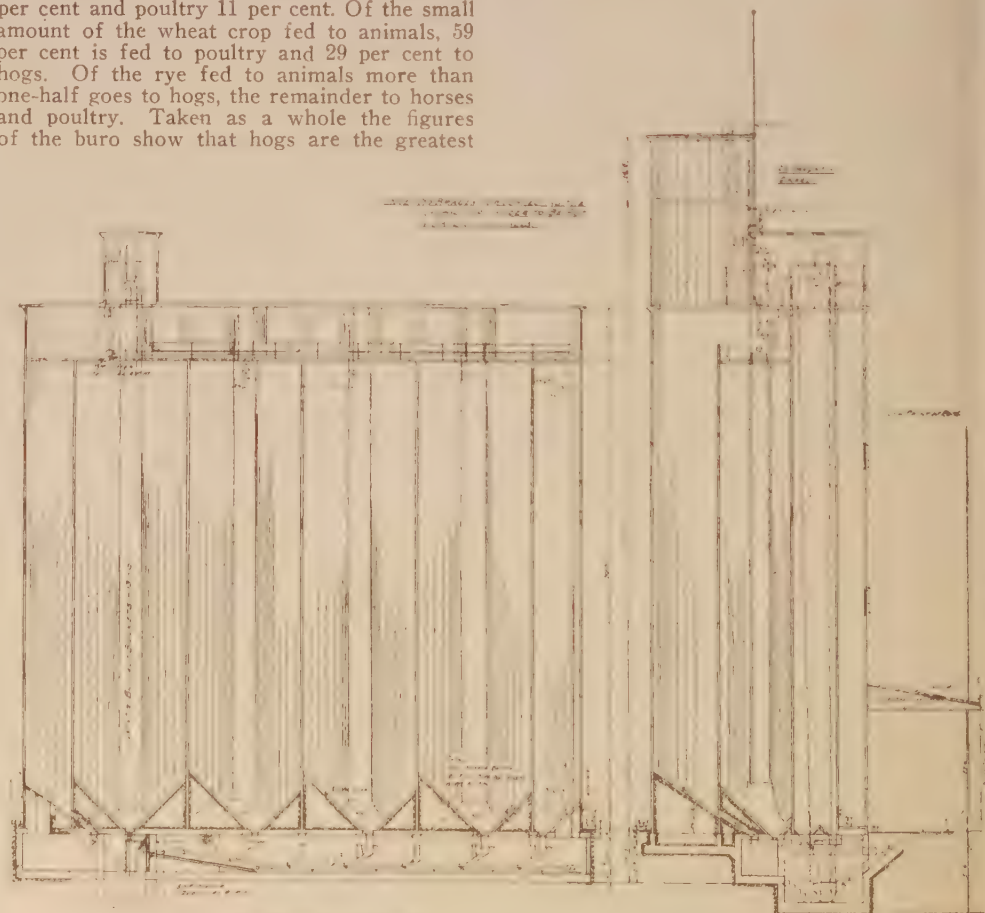
THE J. J. BADENOCH Co., Chicago, has registered the words "Milky Way" as descriptive of its cattle, foods, especially for animals giving milk.

MEMPHIS, TENN.—The Central Feed & Milling Co. has been incorporated with a capital stock of \$25,000 by J. R. Talbert, F. B. Fullerton, R. B. Henderson, James F. Carlton, J. M. Williamson and J. H. Cardall.

J. M. MOORE, supervisor, division of feeds of Alabama, says the stringent requirements applied to feedstuffs by the State Department of Agriculture, have been automatically suspended while a test case is before the supreme court for trial.

BIRMINGHAM, ALA.—Our elevator is completed and we are running full time. The plant was built with the most modern machinery and has a capacity of 267 tons of feed a day; also a cotton seed and grinding plant capable of turning out 400 tons of cotton seed meal in ten hours. Our officers are J. E. Redus, pres.; T. J. Kidd, vice-pres.; W. B. Hairson, sec'y and treas. Sunny Southern Grain Co., J. E. Redus, Pres.

SPRINGFIELD, MO.—Stockholders of the Paragon Mills Co., with a capital stock of \$100,000, announce that its organization will be completed within a short time. It will manufacture mixed feeds on a large scale and is expected to rank as one of the largest manufacturers in the Middle West. Work in remodeling the building formerly used by the Springfield Ice & Refrigerating Co. is finished and machinery will be installed at an early date. A. D. Allen, of Springfield, and W. F. Widmer, of Kansas City, are in charge of the preliminary work.



Longitudinal and Cross Sectional Views of Concrete Elevator at Davenport, Ia. [See facing page.]

Feedstuff Movement in November.

Receipts and shipments of feedstuffs at the various markets during November, compared with November, 1919, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Milwaukee, tons	7,410	2,047	24,355	19,657
Winnipeg	69,000	96,000	.....	.....
Kansas City	5,900	320	12,780	8,100
Cincinnati, bus.	2,430	2,010	.....	.....
St. Louis, sacks	175,410	17,220	222,390	77,320
Minneapolis, tons	332	.....	.....	.....
New York, tons	15,769	.....	92,019	.....

Meeting of Horse Publicity Ass'n.

Horses and mules are not to be displaced from the farms and in industry by tractors and motor trucks. On the farms at least, trucks and tractors at their best can be regarded only as supplementary or auxiliary to horsepower. These are the conclusions reported to the Horse Publicity Ass'n, after a survey lasting five months, at a meeting at Chicago Dec. 4 and 5. The Ass'n is composed of admirers of the horse and of men in the harness and saddle business and lines of trade dependent on the horse for prosperity. In order to meet the competition of truck and automobile, truck and tractor and to have exact data to go upon, the ass'n engaged the services of an advertising agency, which made an elaborate report. Pres. Frederick M. Williams, of New York, presided. In his address he emphasized the importance of horses and mules as consumers of farm products, saying they give a market for 68 per cent of the oats raised in the country and 45 per cent of the hay.

The results of the survey undertaken by the ass'n to determine the status of the horse was read by W. J. Munro. Taking the period from 1870 to 1919, he asserted that horses and mules in number had kept pace with the growth of the country in population, with the increase in improved farm land and the number of farms under cultivation, except in the decade from 1900 to 1910. There are now more horses and mules in the country, in proportion to the population and the area cultivated than ever before.

Coming to the subject of automotive power, he estimated that there are now in the country about 7,000,000 automobiles, 500,000 motor trucks and 175,000 to 200,000 tractors. From the result of inquiries, he deduced the fact that on an average a tractor at the most would not displace more than three horses, leading to the conclusion that tractors had not displaced more than 600,000 horses at the most. So far as farms are concerned, he held that the use of motor trucks had made no appreciable difference in the number of horses and mules in use.

Mr. Munro said that overzealous truck and tractor salesmen had overreached themselves in claiming too much. At the best, the tractor is an auxiliary or supplementary power on the farm, and the more the tractor manufacturers recognize this fact and regulate their selling campaigns, the better off they will be. At the same time, he declared that 95 per cent of the farmers who had bought tractors, regard them as a profitable investment.

Coming to the use of motor trucks in industry, he declared they had been of great value in taking care of the increase in industry. The horse still has its use in the cities, however, for short hauls and for work like delivering

ice and milk in which the intelligence of the horse plays a part. In many places like narrow alleys, and in work like excavating, it is impossible to make use of trucks. In transportation where the vehicle is subject to long delays in loading, as at terminals, the truck is less profitable, on account of the longer time the investment is idle.

For pleasure riding in the cities, automobiles have almost entirely displaced carriages and buggies and it is in this line that manufacturers have felt the greatest loss. At the same time there is an increasing use of saddle horses. A horse dealer from Baltimore reported that business was never better.

A horse dealer from Kansas City made the statement that there is a heavy demand from the Southwest for fancy draft horses in the oil business. Oil companies demand, he said, showy horses which add to the prestige of the business. Along with this is a demand from the Southwest for heavier horses, accounted for by the use of better farming implements. All the horsemen at the meeting agreed on the fact that there is a demand for nothing but good, heavy horses and that this demand is increasing, calling for continually better breeding.

The meeting closed with a banquet, in the Congress Hotel, at which Gen. Leonard Wood was the principal speaker. One hundred to 150 were present at the sessions.

THE ROVERTO, an Italian steamer, which has been carrying cargoes of coal, has been rechartered and will sail for Italy soon with a full cargo of grain from New York. Since the embargo on exports of coal is now effective it is likely that many of the vessels will follow the example set by the Roverto.

GRAIN GROWERS at Winnipeg recently adopted resolutions urging the Government to make its wheat board a permanent machine for controlling the market of the wheat crop and they did this with the price fixed by the Board far below what the farmers could obtain for their wheat. Some unposted, thoughtless individual made the motion and everyone just as thoughtlessly fell in with it. The Canadian farmers know just as well as the United States farmers that the Government's interference with or the regulations of the market price of wheat has proved very disastrous for growers. The price of what they have had to sell has been regulated while the price of what they had to buy has been limited only by what sellers thought they would be willing to pay. Of all the sad blunders of free Governments the attempt to fix the price of wheat has proved the most convincing condemnation of a Government's attempted interference with the law of supply and demand.

New Concrete Elevator at Davenport, Iowa.

Davenport, Iowa, has always been a large handler of grain because of the railroads from the grain fields converging at this point to cross the great bridge over the Mississippi River. For many years before the bridge was built ferry boats across the Father of Waters at Davenport helped the early pioneers on their way to the frontier. Davenport was for years the possessor of a large flour mill, oatmeal mill, glucose factory and a malt house as well as several large elevators, making a good local demand for grain.

The Merchants' Elevator Co., which has long operated a large cleaning and transfer elevator at Davenport, realized the need of more storage and better protection against fire, so contracted for a modern fireproof elevator to be built adjacent to the old house. Both plants are shown in the illustration herewith.

The new reinforced concrete elevator which was designed and erected by the Burrell Engineering & Construction Co., is composed of two rows of cylindrical tanks, 5 tanks in each row, forming a structure 41x107 and 134 ft. 6 ins. high. The 10 tanks are set apart so as to form 4 large interstice bins and 10 pocket bins. The tanks have a capacity of 18,000 bus. and the other bins range from 5000 to 12,000 bus. One of the pocket bins is used to house the leg and passenger elevator. Each of the large cylindrical tanks is 18 ft. in diameter by 90 ft. deep. These tanks are built on ring foundations and underneath is an 8-ft. tunnel for the 30-in. shipping conveyor which carries grain from various bins to the boot of the one leg, which is equipped with 16x7x7½ Buffalo buckets.

Grain is received from cars into the receiving sink or spouted from the old house direct to elevator boot and carried to the large open story above the bins where it is distributed to the different bins by means of a 30-in. belt conveyor and a Webster Tripper. Power is supplied to the belts, leg and car puller by means of G. E. motors.

Grain from the new concrete storage can be loaded direct to cars or spouted to the boots of legs in the old house. The old house is equipped with a full line of cleaning and purifying machinery, and it will be used for handling, while the new concrete house will be used primarily for storage. The plant will be able to receive and ship 25 cars each day.

In order to reduce the insurance cost on the old wood house, a concrete water tank was built on cupola of the new elevator and connected with an automatic sprinkler system in the wood house, so that the fire hazard and the insurance costs are both greatly reduced.

H. D. McCord of Minneapolis is president of the Merchants' Elevator Co., while W. H. Halliday is the local manager. The Company will continue to do a general terminal grain business as in the past and in view of the increased handling facilities and better protection it is expected that much more grain will be handled than ever before.

MR. LLOYD GEORGE gave the trade a surprise when he announced at Sheffield that the bread subsidy must disappear soon. The term used is somewhat indefinite, it may mean three months and it may mean six months. It does not necessarily follow that if the bread subsidy be withdrawn that the wheat, flour and bread trades will be freed of all control, for we know by experience it is quite possible to control any staple and at the same time keep a firm grip on buying and selling prices without inflicting any loss on the Treasury, although the community may suffer financial loss and find supplies restricted and dear. If the subsidy be withdrawn then wheat must be sold to millers at an economic price, and seeing how much of our supply we draw from the United States we think that the fixed price there will govern other markets to a large extent.—*Corn Trade News.*



New Concrete Elevator and Woodhouse of Merchants' Elevator Co., at Davenport, Ia. [See facing page.]

Renewable Fuse for Grain Elevators.

BY ARTHUR W. PARK.

Approval by the mutual fire insurance companies, specializing in grain elevators and flour mills, of certain types of renewable fuses has turned the attention of executives to this type of fuse so strongly that information concerning their construction and general features is being eagerly sought. Up to this time, fuses of the renewable type have been barred in the grain and milling industry, because of the fire risk. Now that certain types have been approved, it may be well to consider the advantages of the renewable fuse over the one that can be used but once.

To begin with, the blowing of a non-renewable fuse means, so far as a grain dealer or miller is concerned, the complete destruction of that fuse. A fuse once blown must be thrown away regardless of the fact that the fuse element, the least expensive portion of the non-renewable fuse is the only part of the device that has been injured. To discard a blown non-renewable fuse means that the expensive cartridge and brass ferrules or copper knife blades must be discarded.

It will readily be seen that this waste could be prevented, would be a sizable item in the operating cost of any mill or elevator.

Under the ruling handed down by the Mutual Fire Prevention Bureau of Oxford, Mich., however, it now is possible to install in mills and elevators, renewable fuses which comply with certain rules. A fuse of rated capacity of the wires must be installed on each wire of every circuit in a mill or elevator building, except underground wire. Each electrical device must be provided with an independent set of fuses. Tap circuits of smaller capacity than the main circuits must be fitted with fuses. Open link fuses are prohibited except for main switchboards. Plug type fuses are permitted on circuits with a maximum voltage of 125 and a maximum amperage of 30, it being stipulated that wherever fuses of this type are installed, they must be located in dust-tight metal cabinets. Also the following conditions are stipulated, covering renewable fuses:

(1) The fuses must be approved by the Mutual Fire Prevention Bureau.

(2) Fuses must have been tested by the Underwriters' Laboratories and rated by them as complying with standard requirements as regards rating and short circuit performance.

(3) Fuse must consist of an inner cartridge and an outer holder with suitable and substantial contacts and method of identifying the capacity of a renewable element used, without its being necessary to open the outer holder. It is also stipulated that the inner cartridge must contain in addition to the fuse element, a filler which will act to smother the heat of the arc created by the blowing of the fuse.

(4) All fuse blocks must be plainly marked with the size of the filler to be used.

(5) At least 12 fillers for each size of fuse shall be kept on hand and at least 3 of these fillers must be kept in each fuse cabinet.

These regulations, while perfectly plain to the technical man, are apt to be puzzling to the non-technical executive. The points stressed, however, should be understood by every person in the industry concerned with the selection and the purchase of fuses of the renewable type.

There is no question as to the money saved by the renewable fuse, and the only factors which enter into the purchase of one type or another may be decided by these questions:

First. Does the fuse properly safeguard against fire?

Second. Does the fuse properly safeguard the machine which it is intended to protect, and will it always remain in that condition?

Third. Is the fuse sufficiently simple in construction as to be easily and quickly renewed without resorting to an expert's services?

The answer to the first question is in reality supplied by the Mutual Fire Prevention

Bureau, which has refused to approve the use of any renewable fuse of the naked element type, or any of the types of renewable fuse likely to become through wear dangerous in a dust-filled mill or elevator.

The only thing that remains is for the executive to investigate and discover which of the approved types will afford the greatest protection. It should always be the primary purpose to select fuses in which the inner cartridge is properly powder packed, and which in addition is carefully constructed at the ends of the fuse so that the gases generated by the blowing of the fuse may escape harmlessly without splitting the outer holder, rendering it unfit for further use and thereby defeating the purpose for which it was intended.

Care also should be taken to see that a fuse is selected which, while constructed to allow the gases to escape, will also prevent any of the flame from bursting forth at the ends. Fuses selected should be carefully examined to see that there are no apertures through which the flame can come.

The answer to question number two is very important from a mechanical standpoint. The purpose of the fuse is to prevent complete destruction of a circuit or burning out of a motor, or destruction of a machine, due to overloading. If a fuse improperly rated is placed on a circuit, the danger of disastrous consequences is great. For instance, if a 120 ampere fuse were placed in a circuit to safeguard a machine which used a current of 60 amperes, there would be danger of burning out that motor, because the greatly increased amperage which the fuse would permit to flow in on the circuit would have a disastrous effect on the motor coils, put the machine out of business and result in much delay and unnecessary expense. Had a fuse of the proper rating, 60 amperes, been installed and the amperage been increased for one reason or another, the fuse would merely have been blown and the machine left unharmed. It was for this reason that the insurance men insisted that the rating of every fuse suitable for use in the grain and milling industry should be visible instantly and at all times, to minimize so far as possible the danger of placing in any circuit, a fuse rated above the capacity of that circuit.

It would be well for the purchasers of fuses to insist on a fuse on which the tell-tale indicator is affixed in some permanent form, something that can never be effaced, covered with dirt, or pulled off, and thus endanger the safety of the circuit on which it is used.

The simplicity of construction of the renewable type of fuse means a great deal to the user in the point of time. With the old style fuse of the non-renewable type, it was necessary only to replace the blown fuse with a perfect one, a matter of only a minute. Now, however, that the renewable fuse has been perfected to the point where it is available for the grain and milling industry, the problem of choosing an approved fuse which will be as simple in construction as it is practical, confronts the fuse purchaser.

It will always be advisable to select a fuse which can be renewed in the shortest possible time by the most inexpert workman. It will be imperative to select a fuse that cannot be improperly reloaded and one which, while affecting a saving in material will not result in a waste of time through a complicated reloading process, but which can be simply and profitably reloaded by any employee in a very short time.

Select for your use a fuse which will work first for security and saving, but do not fail to select one of such simple construction as to be absolutely "fool-proof."

LARGE ELEVATORS are being constructed at Varna on the Black Sea coast of Bulgaria to handle the Bulgarian wheat crop, which is estimated to be worth \$250,000,000.

Board Can Fix Maximum Price of Cornered Futures.

Judge Williams, in the Municipal Court of Chicago, rendered a decision, Dec. 6, upholding the powers of the Chicago Board of Trade. W. A. Thomson, a grain dealer of Louisville, Ky., in June, 1917, contracted through Thomson & McKinnon, members of the Board of Trade, to purchase 20,000 bushels of corn for July delivery, at \$1.58 per bushel. The Board of Directors subsequently, and in June, 1917, adopted a resolution fixing maximum price of \$1.65 per bushel on corn for original purchases and for settlement of contracts.

On July 5, 1917, the market continuing to advance, the directors adopted a resolution stopping all trading in corn for July delivery and fixing the price of \$1.65 per bushel as the price at which open contracts for July delivery should be settled. By a similar resolution the Board of Directors had on May 11, 1917, stopped all trading in wheat for May delivery, and compelled a settlement at \$3.20 per bushel.

Mr. Thomson, the purchaser, denied the authority of the Board of Trade or its directors to interfere with the existing contracts, and claimed the right to recover from Thomson & McKinnon, his brokers, the difference between \$1.65 per bushel and the price of \$2.40 per bushel, at which price car lots of corn sold in Chicago on the last day of July.

The case turned upon the right of the Board of Directors or the Board of Trade to take this drastic action. J. P. Griffin, John J. Stream and John R. Mauff, who were at that time, respectively, president and vice-presidents of the Board of Trade, testified that the market for wheat and corn had become very much overbought, the principal buyers being the export company representing the allies and neutral countries, and that as the results of the large number of purchasers and the insufficient quantity of wheat and corn in the market, to fill these contracts, conditions were such that without the foregoing action of the Board, a corner in wheat and corn would have resulted, to the detriment of the public and a very large increase in the cost of these two grains to consumers. There was no specific rule of the Board authorizing the directors to take this action, but Judge Williams held that despite that they had the power to do so, and that their action was binding not only upon the brokers who were members of the Board, but upon their customers who, thru the brokers, availed themselves of the privilege of making contracts on the Board of Trade. As a result he dismissed the plaintiff's case, and the plaintiff's attorney announced that the case would be appealed to the Supreme Court of Illinois, and, if necessary, to the Supreme Court of the United States.

The case is deemed by the officials of the Board to be a very important one because there are thought to be other persons similarly situated who were awaiting a favorable outcome of this suit in order to institute similar suits against other members of the Board. The Board was represented by Henry S. Robbins, of Robbins, Townley & Wild, attorneys for the Board of Trade, and Mr. Jacobs, of Winston, Strawn & Shaw.

THE AVERAGE PRICE paid for British grain during 1919 is as follows: Wheat, \$2.22; barley, \$2.97; oats, \$1.68. The average price paid during the week of Nov. 2-8 was; wheat, \$1.88; barley, \$2.54; oats, \$1.43.

THE CASE of the U. S. Food Administration against the C. Becker Milling Co., of Red Bud, Ill., whose license as a miller and grain operator was revoked, has been heard in the federal court in St. Louis, and is under advisement.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Fort Smith, Ark.—The Durrett Grain & Flour Co. has bot the plant of the Interstate Grain Co.

Little Rock, Ark.—The Durrett Grain & Flour Co. of Fort Smith, is building a 140x700 ft. plant in this city.

Little Rock, Ark.—The Capital Flour & Feed Co. has been incorporated and S. M. Durrett, of the Durrett Feed & Grain Co., of Fort Smith, is mgr.

Pine Bluff, Ark.—We will operate at this market as the Huddleston-Powledge Grain & Commission Co. Geo. Powledge is sec'y-treas. and I am mgr.—J. M. Huddleston.

CANADA

Portage la Prairie, Man.—Portage Milling & Elvtr. Co. incorporated; capital stock \$300,000.

Ft. William, Ont.—Since the burning of our elvtr. we have not been operating.—W. J. Lawler, sec'y Superior Elvtr. Co.

Ohaton, Alta.—Jas. Mohler, Jr., now owns and operates our elvtr. here.—W. Mohler, formerly mgr. of the Jas. W. Mohler Elvtr. Co.

Winnipeg, Man.—The Lake of the Woods Milling Co. has announced that a new issue of \$700,000 of common stock will soon be made bringing the outstanding common share capital of the company to \$2,800,000.

Belleville, Ont.—The Graham, Ltd., has consolidated with the Judge Grain Co. Officers are R. J. Graham, pres.; Edgar Judge, vice-pres. and Geo. Jones, gen. mgr. A new elvtr. and mill will be built at once.

Strome, Alta.—The Alberta Pacific Elvtr. Co. bot our elvtrs. at Round Hill and at this station. The elvtr. formerly owned by the Alberta company here was sold to the Independent Elvtr. Co., of Calgary, and T. O. Williams is agt. for it.—W. Mohler, formerly mgr. for the J. W. Mohler Elvtr. Co.

COLORADO

Julesburg, Colo.—John E. Spelts will install two Hall Signaling Distributors in his elvtr.

Grand Junction, Colo.—The elvtr. belonging to the Mesa Flour Mills was equipped with a Hall Signaling Distributor.

Springfield, Colo.—We have built a 50-bbl. flour mill and expect to have it in running order by Jan. 1.—James V. Jackson, sec'y-treas. Baca Mill & Elvtr. Co.

Laird, Colo.—We will enlarge our house in the spring, but are now putting in one bin so that we can install a Barnard Leas Roller Mill.—G. H. Burnett, mgr. Farmers Union Co-operative Co.

Denver, Colo.—The many friends of T. D. Phelps will be glad to know that he is recovering from a serious operation for the removal of an ulcer in his stomach. He has been able to take liquid nourishment, alternating chicken broth and albumen water every 3 hours and he is improving so rapidly that it is that that he will be able to leave the hospital and go home the latter part of this week or the first of next.

IDAHO

Shoshone, Ida.—A Hall Signaling Distributor will be installed in the elevator for C. F. Borden.

ILLINOIS

Roanoke, Ill.—Bert Sharpe is now mgr. of the Farmers Elvtr. Co.

O'Dell, Ill.—G. S. Greer has bot an interest in one of the elvtrs. here.

Donovan, Ill.—We are intending to install a new engine in our elvtr. but cannot decide as to kind.—C. O. Rice, mgr. Donovan Grain Co.

Leland, Ill.—I have installed electric power in the elvtr.—Edw. H. Farley.

Radom, Ill.—I am going into the wholesale flour business.—Frank Pawlowski.

Blandinsville, Ill.—I am starting in the grain business at this place.—C. R. Hutson.

Denver, Ill.—I have sold my elvtr. to the recently incorporated Farmers Elvtr. Co.—W. E. Scott.

Taylorville, Ill.—The Farmers Elvtr. Co. has installed an automatic scale and a new motor in its elvtr.

Deland, Ill.—We succeeded J. B. Porterfield Dec. 2.—G. R. Hursh, sec'y Farmers Co-operative Grain Co.

Morrison, Ill.—The Farmers Elvtr. Co. is installing a new feed grinder and otherwise improving its elvtr.

Blandinville, Ill.—I am now mgr. for the Farmers Elvtr. Co.—W. F. Hamilton, successor to F. W. Council.

Woodson, Ill.—The Farmers Elvtr. Co. is installing 2 engines and making many improvements in its elvtr.

Lexington, Ill.—Corn Belt Farmers Co-operative Co., has been organized here with a capital stock of \$80,000.

Lexington, Ill.—I have not sold my elvtr. here. I retain all my interest but I am living in Bloomington.—J. J. Kemp.

Rooks Creek (Pontiac p. o.), Ill.—The Farmers Grain Co. has increased its capital stock from \$6,500 to \$20,000.

Dongola, Ill.—We expect to enlarge our elvtr. in the spring, but have made no definite plans.—Wright Roller Mills.

Elmwood, Ill.—The Elmwood Elvtr. Co. will repair and overhaul its elvtr. in the spring. Chas. P. Kennell is mgr.

Kankakee, Ill.—W. A. Rosenberger has succeeded T. M. Connor as mgr. of E. W. Wagner & Co.'s branch office here.

Holton (Washburn p. o.), Ill.—We have completed our elvtr. and Earl Antrim is now our mgr. here.—Taylor-Hudnut Co.

Fillmore, Ill.—The Farmers Elvtr. Co. is building a 60 x 20 ft. frame warehouse on a concrete foundation, just south of the R. R.

Ashley, Ill.—The recently organized Farmers Union is reported to have bot the elvtr. of Foehr Bros.—Frank Pawlowski, Radom, Ill.

Murrayville, Ill.—The Farmers Elvtr. Co. has doubled its capital stock, it now being \$14,000. It will build new coal sheds and a fertilizer warehouse soon.

Campus, Ill.—The property of the Campus Grain Co. consisting of elvtrs. etc., here and at Cardiff, was ordered sold by the directors of the company, Dec. 1st.

Stonington, Ill.—Young Bros have succeeded Aylward & Zeigler, and mail should be addressed Young Bros.—Otto F. Young, mgr., B. B. Farniers Co., Boody, Ill.

Owaneco, Ill.—I am mgr. for the Farmers Co-operative ass'n that recently bot the elvtr. of W. H. Barrett—J. J. Connerly, who formerly owned an elvtr. at Millersville.

Peoria, Ill.—Gardner B. Van Ness has opened an office in this city in the Shradski Bldg., with J. R. Eckert as mgr. Mr. Eckert was formerly in grain business at Benson, Ill.

Leonore, Ill.—We have moved into our new office which is of frame and brick veneer construction and is strictly modern thruout.—H. W. Linder, mgr. Farmers Elvtr. Co.

Dixon, Ill.—The Universal Oats Co. is building a 34,000 bu. elvtr. It is hoped to have it completed by the first of the year. The company will also build a mill 78 ft. high.

Tomlinson, Ill.—We have bot the elvtr. of Thos. Ogden, of Champaign, at this station and will operate it in connection with our elvtr. at Prospect.—Koehn & Wilber, Rantoul, Ill.

Meadows, Ill.—The Meadows Grain & Coal Co. is remodeling its oats elvtr. into a corn elvtr. and the South Elvtr. will be used for oats. The company will also build a new office.

Bethany, Ill.—Carl Williams has sold his interest in the Abrams Grain Co. to his partner, Thos. W. Abrams, and will move to the northern part of the state where he has bot an elvtr.

Deland, Ill.—The Deland Farmers Co-operative Grain Co. incorporated; capital stock, \$40,000; incorporators and officers, H. L. Swartz, pres.; Earl Bragg, vice-pres.; G. R. Hursh, sec'y and Alva Reed, treas.

Milla (Lostant p. o.), Ill.—Conrad Linder has recently bot the elvtr. here and is now operating same. He was formerly mgr. of the Paulding Equity Exchange, Paulding, O.—H. W. Linder, mgr. Farmers Elvtrs. Co., Leonora.

Sheridan, Ill.—I have just finished building a new office and have installed a new Fairbanks, Morse & Co., 10-ton scale. Later I will install a new leg and boot in my west elvtr. and make other improvements.—V. L. Anderson.

Rantoul, Ill.—There has been no change in the management of the Rantoul Grain Co. as has been reported. I am still mgr. here and we never heard of John Watson. We are not buying just now on account of car shortage.—Ernest Bumpus, mgr., Rantoul Grain Co.

Lawndale, Ill.—Lawndale Co-operative Grain Co. incorporated; capital stock \$50,000. The new company has bot the two elvtrs. of Holmes & Maurer, including all machinery, dumps, etc.; also cribs for 40,000 bus. of corn. The price was \$35,000. Herman Hahn is pres.; Frank Brown, vice-pres.; J. H. Wilmert, treas., and R. M. Raymond, sec'y.

Burnside, Ill.—We have bot the elvtrs. of the Carlisle Grain & Feed Co. and will handle in addition to grain, coal and feed. We will start buying Jan. 1. Officers of our company are C. D. Streeter, Keokuk, Ia., pres.; H. L. Beach, also of Keokuk, sec'y-treas., and myself vice-pres.—C. C. Showalter, Burnside Lbr. Co.

Burnside, Ill.—C. C. Showalter, mgr. of the Burnside Lbr. Co., which has bot our elvtrs., will succeed me as mgr. for the combined businesses. The new company will make extensive improvements in our plant, spending several thousand dollars. Possession will be given Jan. 1.—S. S. Carlisle, mgr., Carlisle Grain & Feed Co.

Mattoon, Ill.—A motion heard in the circuit court to quash the indictment against Edward Morris, on charge of arson in connection with the burning of the elvtr. of Morris & Stone at Gays, was allowed by Judge Sentel, of Decatur, on the grounds that he could not be indicted for arson since he was one of the owners of the elvtr. Mr. Morris was tried and acquitted on the charge of burning the Allenville (Ill.) elvtr. Oct. 4.

Springfield, Ill.—In reference to the many different statements that have appeared since Mr. Murphy sold his interest in this company. I wish to say: M. F. Murphy sold his stock in the Murphy Grain Corporation to the remaining stockholders and just as soon as the sec'y of state grants permission, the name of the corporation will be changed to the Fernandes Grain Co., consisting of the following directors and stockholders: myself, pres., W. W. Hill vice-pres., and N. A. Midden, sec'y-treas. There will be no change in the corporate management or policies of the company, which will have a fully paid-up capital of \$60,000 and a surplus of \$40,000. Our main office will continue here under the direct management of myself and Mr. Midden, assisted by L. Loveridge and W. T. Miller as solicitors. Our Peoria office will continue under the management of F. E. Beard, assisted by J. H. Benson. We also have very capable floormen at Peoria. Our Lincoln office will continue with Ray Fernandes as mgr. and in addition to the above connections this corporation will continue to hold its brokerage connections thru Iowa and Illinois. Mr. Murphy's action in forming the Murphy-Grier Co., with Mr. Grier at Peoria, in no way affects this company, as the two companies have not been consolidated.—S. Fernandes, pres. Murphy Grain Co., Inc., shortly to be changed to Fernandes Grain Co., Inc.

McLean, Ill.—The Farmers Co-operative Grain & Supply Co. has a capital stock of \$30,000. Wm. Sage is sec'y-mgr.

Waterman, Ill.—Chauncey Williams will succeed his dad, Della Williams as mgr. of the National Elvtr. at this station. His father having gone to Newport, Ind., to take charge of the company's new house there.

Rochester, Ill.—We are in no way connected with Twist Bros., or any other firm, as has been reported. The Weiler Grain Co., Inc., surrendered its charter and we now operate as an individual as the Weiler Grain Co.—Chas. G. Weiler, St. Louis, Mo.

Bridgeport, Ill.—Our new elvtr. has been completed and we will put it into operation in a few days. While we have been in the feed business here for over 10 years we never attempted to handle grain except in small amounts before.—A. P. Cooper, prop. Cooper Elvtr. Co.

Cooksville, Ill.—The new elvtr. of the Cooksville Grain Co. will consist of 9 circular bins with 5 interstice bins, making a total of 14 bins. The elvtr. will be 105 ft. and will be equipped with 2 dumps, and elvtrs. The cupola will be large enuf to house a cleaner. Work will be started at once.

Beckmeyer, Ill.—When Mgr. H. H. Timmerman of the Farmers Elvtr. Co. noticed a stench apparently originating from a bin of wheat in the elvtr. he investigated and found the body of Geo. Peltus, an employee, who had been mysteriously missing for 10 days, buried in the grain. It is thought that the man must have slipped into the bin while cleaning up the elvtr.

CHICAGO NOTES.

New members of the Board of Trade are: Elmore D. Dier, G. B. Zorn, E. Davis and R. E. Haggerty.

C. E. Beall, mgr. for the Mayer-Holbrook Co., at Des Moines, Ia., has been approved as a solicitor by the Board of Trade.

A Board of Trade membership was sold for \$11,100 net to buyer Dec. 4, the highest price for a membership yet recorded.

It is going to make some trouble to conform to the new demurrage rules, but we shall have to make the best of it.—W. H. Perrine.

The Board of Trade Chapter of the American Legion, Post 304, has elected F. W. Sherwood as temporary sec'y. A membership drive is now in progress.

Emanuel Beranek, who has been identified with the grain and stock brokerage business for many years, died Nov. 29. He was connected with Babcock, Rushton & Co.

Wm. E. Habel of the Habel, Armbruster Milling Co. has bot the plant of the Star Cereal & Milling Co. from the Central Trust Co., trustee in bankruptcy.

DeWitt H. Curtis, who in 1839 organized the Northwest Malt & Grain Co., died at the age of 80 years. He had lived in this city since 1842. A daughter and three sons survive him.

We are waiting for a mild day to finish the concrete roof of the new house. It will take about 30 days to install the machinery but we have everything ready to occupy.—J. J. Badenoch Co., per E. G. B.

The new demurrage rules are not being enforced uniformly. Some of the railroads, mainly the small eastern roads, claim not to have been notified of the ruling and are not paying any attention to it. The idea of charging demurrage after inspection of cars is good, but the system of requiring triplicate copies will entail much extra work and slow down our work when we are busy.—Jas. A. Noble.

INDIANA

Huntingburg, Ind.—The Star Mill Co. has gone out of business.

Syracuse, Ind.—The Syracuse Elvtr. Co. has filed final notice of dissolution.

Evansville, Ind.—Julius Artes has resigned as supt.-mgr. of the Union Elvtr. after 37 years of service.

Clanricarde (La Crosse p. o.), Ind.—Mr. Cook of our firm is dead.—Wm. Dahl, formerly Cook & Dahl.

Kokomo, Ind.—Mail addressed to the Kokomo Grain Co. has been returned marked, "Disbanded."

Indianapolis, Ind.—Cyrus C. Heezer, who was in the grain business here for a number of years, died Nov. 25, at the age of 80 years.

Cromwell, Ind.—The Cromwell Elvtr. Co. has filed final notice of dissolution.

Mt. Comfort, Ind.—G. A. Pritchard, of Washburn, Ill., has bot a half interest in the elvtr. and is managing same.—McComas & Pritchard.

Summitville, Ind.—The Gordon Grain Co. incorporated; capital stock \$15,000; incorporators, Leo Barker, Pearl J. Oldfield and P. E. Goodrich.

Selma, Ind.—Farmers Co-operative Elvtr. Co. incorporated; capital stock \$50,000; Chas. H. Guthrie, W. J. Clark and C. W. Heaton, incorporators.

Marshallfield, Ind.—The elvtr. of Steegar & Betts was entered by a thief recently, who succeeded in prying open the cash drawer. He secured \$30.

Russellville, Ind.—Henry Hargrave, of Hargrave Bros., is seriously ill from sclerosis. He has been managing the business here for the last few years.

Evansville, Ind.—Mrs. Nellie Ward, wife of James Ward, Supt. of the Home Mill & Grain Co., died Nov. 19, after a few days' illness with septic pneumonia.

Howe, Ind.—We have built a new office and installed a 15-ton truck scale. We have also moved and rebuilt our stock yards.—Lima Elvtr. Co., H. W. Dickey, mgr.

Gessie, Ind.—We have sold our elvtr. to the farmers company and it will be operated as the Gessie Grain Co. I will move to Danville, Ill.—M. L. Hill, of Hill & Gibson.

La Grange, Ind.—Wm. E. Fanning has bot the interest of Andrew Decker, gen. mgr. of the Home Grain Co., in that company, and will take possession Mar. 1, when Mr. Decker will retire.

Newport, Ind.—D. Williams, for many years mgr. of the elvtr. of the National Elvtr. Co. at Waterman, Ill., will be transferred to this station to take charge of the new elvtr. of the company.

Berne, Ind.—Our 3 elvtrs. at Linn Grove and Berne, Ind., and at Chattanooga, (Mercer p. o.), O., are nearing completion and we expect to open them for business Jan. 1.—Berne Equity Exchange Co., A. W. Snyder mgr.

Coatesville, Ind.—The Coatesville Elvtr. & Feed Co. incorporated; capital stock, \$15,000; F. A. Rouse, O. J. Larkin and J. E. Sutherland are incorporators. The company bot the elvtr. of Mr. Rouse and will start operations at once.

Denver, Ind.—Louis and Moses Mayer have bot E. E. Gandy's interest in the elvtrs. of E. E. Gandy & Co. at this station, Bippus, Mentone, Arcola and South Whitley. Mr. Gandy took over the elvtr. at Churubusco.—E. S. Kline, O. Gandy & Co.

Jonesville, Ind.—The plant of Ross Bros. was sold at commissioners' sale, at public auction, Nov. 19, by order of the court. The plant has not been in operation for the last 2 years. Isham Ross bot the property for \$2,165 and it is thought will operate it soon.

Kokomo, Ind.—My brother and I bot the Cloverleaf Mills here and do not handle much grain. Recently we installed a new corn sheller, cleaner, dump, large ear corn elvtrs. and other machinery of the kind. We will get into the grain business if we can obtain a siding.—C. A. Warne, formerly owner of an elvtr. at Sulphur Springs which he sold last year.

Bluffton, Ind.—The new concrete elvtr. of the Studebaker Grain & Seed Co. has been completed and is now in operation. It is equipped with overhead dump operated by electricity. A new 10-ton 16-ft. platform Fairbanks Auto Truck Scale. A special wheat cleaner of large capacity, another special cleaner for oats and corn, a new 20 in. Monarch Attrition Feed Grinder and a Randolph Grain Drier.

Indianapolis, Ind.—Edw. W. Bassett, former grain broker at this market, withdrew his appeal from his recent sentence of from two to fourteen years in the state's prison and a fine of \$500. It is said that charges are pending against him in the Federal Court and it is thought that if he goes to prison and serves the sentence imposed by the criminal court the federal charge may be dismissed. In that court he is indicted on a charge of overcharging the government \$1,200 for hay and straw during the war. It was shown during the trial in the criminal court that Bassett indorsed the name of C. F. McIntyre of Farmland, Ind., to a check for \$500. Bassett claimed that McIntyre gave him permission to indorse the check. Bassett will be taken to Michigan City prison within a few days.

Gessie, Ind.—We have bot an elvtr. and will erect a warehouse as soon as possible. Will install a feed grinder.—C. C. Wooster mgr., Gessie Grain Co.

IOWA

Popejoy, Ia.—J. H. Reiber is now mgr. of the Farmers Elvtr. Co.

Kingsley, Ia.—Chas. Gouth has installed Globe Dump in his elvtr.

Moville, Ia.—W. L. Sanborn is equipping his elvtr. with a Globe Dump.

Wiota, Ia.—Gene Kellogg is mgr. for the Rothschild Grain Co. here.

Stuart, Ia.—The Farmers Co-operative Co. will build an elvtr. in the spring.

Lake View, Ia.—The Farmers Union Grain Co. incorporated; capital stock \$50,000.

Scribner, Ia.—Wm. Stockhurst has just completed a 10,000-bu. elvtr. on his farm.

Boone, Iowa.—C. Williams will install Trapp Auto Truck Dump in his elvtr.

Jewell, Ia.—O. E. Thompson has resigned as asst. mgr. for the Farmers Elvtr. Co.

Lidderdale, Ia.—The Farmers Union Grain & Stock Co. will install a manlift in its elvtr.

Marshalltown, Ia.—I succeeded B. L. Cook and am operating as the Cook Grain Co.—A. A. Cook.

Conway, Ia.—The Farmers Elvtr. Co. has secured a site from the R. R. Co. and will build an elvtr.

Cedar Falls, Ia.—Farmers Co-operative Elvtr. Co. has equipped its elvtr. with a Hall Signaling Distributor.

Albia, Ia.—The Marshall Milling Co. is overhauling its elvtr. and making extensive improvements.

Des Moines, Ia.—W. N. Boyden is on the road for W. H. Perrine & Co. with central Iowa as his territory.

Flugstad, Ia.—The elvtr. of the Flugstad Grain Co. has been thoroughly overhauled and is in splendid running order.

Hawarden, Ia.—The Farmers Grain Co. will install a Trapp Combination Truck and Wagon Dump in its elvtr.

Creston, Ia.—The Farmers Co-operative Co. will build a new elvtr. in the spring to replace the house burned Oct. 2.

Greenfield, Ia.—The Farmers Co-operative Co. has bot the elvtr. of Walsworth & Johnston and will take possession May 1.

Davenport, Ia.—Our new 350,000-bu. elvtr. has been completed, and we are now operating it.—Merchants Elvtr. & Grain Co.

Wheelerwood, Ia.—Rufus Seeley is managing the elvtr. of J. W. Seeley & Son for his father, who met with an accident recently.

Hughes, (Eldora p. o.), Ia.—John Potgetter is operating the elvtr. of B. F. Froening here as well as the elvtr. at Eldora.—G. A. Lynch.

Holmes, Ia.—The Farmers Co-operative Elvtr. Co. incorporated capital stock, \$30,000; incorporators John C. Peterson and Wirth Johnson, sec'y.

Dedham, Ia.—Henry Roetker, former asst. mgr. of the Farmers Elvtr. Co. is said to be slated for mgr. since his return from "over there."

Williamsburg, Ia.—Williamsburg Supply Co. incorporated; capital stock \$15,000. The new company has bot the elvtr. of the Jackson Grain Co.

Dayton, Ia.—S. T. Carlson, of Leigh, has succeeded me as mgr. for the Farmers Elvtr. Co. and I am out of the grain business.—Elmer Shostrom.

Hawkeye, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of the Hunting Elvtr. Co. and has installed a 10-hp. motor. A new office is also being built.

Ackley, Ia.—G. W. Wolf has succeeded C. C. Blakely as mgr. for the Farmers Co-operative Elvtr. Co. Mr. Wolf has managed the same company before.

Stratford, Ia.—Robt. Hunt has succeeded E. B. Krominga as mgr. for the Farmers Elvtr. Co., Mr. Krominga having accepted a similar position in Humboldt.

Sioux City, Ia.—G. C. Thornsted, formerly with Bruce Bros. of Kansas City, Mo., is on the road for Taylor & Bournique Co. and is working out of this city.

Ontario, Ia.—Workmen have completed the frame work on the new elvtr. of the Farmers Elvtr. Co. and are now covering it with galvanized iron siding.

Hepburn, Ia.—The Farmers Co-operative Exchange will build feed and coal warehouses, and will install a new truck and auto dump in its elvtr. in the spring.

Washington, Ia.—The Washington Elvtr. Co. has bot the Whiting elvtr. from J. Busby, who recently bot it of W. A. Whiting. Possession will be given Feb. 1.

Shannon City, Ia.—I have sold my grain and coal business and will give possession, Jan. 1. The farmers have organized a company and will operate it.—F. E. Hoops.

Oto, Ia.—F. L. Benscoter has succeeded W. A. Stricker as our mgr., Mr. Stricker having gone into the lumber business at Council Bluffs. —Trans-Mississippi Grain Co.

Colo, Ia.—The Farmers Grain Co. has completed a new 350-ton concrete coal house. It has 6 bins. The Burrell Engineering & Construction Co. had the contract.

Dawson, Ia.—The elvtr. of the Farmers Elvtr. Co. was robbed some time ago, by thieves who succeeded in working the combination on the safe. They secured \$75 but nothing else was disturbed.

Webster City, Ia.—The report concerning the breaking into of my elvtr. office was O. K. and I might add they did a nice job, and didn't destroy or disturb the books or papers. We expect to install an auto dump and to make minor repairs in the spring.—Jno. H. Brown, Webster City Elvtr. Co.

Green Mountain, Ia.—We are remodeling our elvtr., putting in a new leg, cup belt and cups, automatic scale, manlift and dump. We expect to have electric power very soon as the "high line" is already built but has not been connected with the power to date.—W. J. Lynch Farmers Elvtr. Co.

Tilden, Ia.—I have disposed of my grain business here and expect to leave in a few weeks for the South to spend the winter. W. T. Mahaffy takes over the business and will run it on a percentage basis and will have entire control and management of it. The business will be run under the firm name of W. W. Little & Co.—W. W. Little.

Des Moines, Ia.—A. J. Cheeseman, new sec'y of the Board of Trade, has had considerable R. R. experience. For the past twenty years he was connected with the traffic dept. of the C. & N. W. Ry., in capacity of city freight agt. at Des Moines, and division agt. He has a wide acquaintance among the grain fraternity of Iowa, and a thorough knowledge of all matters pertaining to the transportation of grain. He says: "We hope to put Des Moines on the map as a grain market, and believe we have the resources and timber to do it."

KANSAS

Atchison, Kan.—The Blair Elvtr. Co. will install a dump scale.

Seneca, Kan.—Henry Nolte has bot the elvtr. of D. H. Ferguson & Co.

Elkhart, Kan.—Blackburn & Cox are building a 30,000-bu. elvtr. and a feed mill.

Lamont, Kan.—I am mgr. for the Farmers Union Co-operative Co.—E. A. Peres.

Independence, Kan.—It is reported that a large mill and elvtr. will be built here.

Thayer, Kan.—An elvtr. will be built at this point by the Associated Mill & Elvtr. Co.

Norton, Kan.—R. E. Butler of Hebron, Neb., is now mgr. for the Stinson Grain & Coal Co.

Washington, Kan.—Elmer Williamson has succeeded Chas. Tyrell as mgr. for the Duff Grain Co.

Urbana, Kan.—We have completed our new elvtr.—W. E. Foster, mgr. Farmers Co-operative Ass'n.

McPherson, Kan.—A new mill and elvtr. will be built at this station by the Associated Mill & Elvtr. Co.

Cherry, Kan.—Farmers are interested in the elvtr. proposition and a company will no doubt be formed soon.

Meridan, Kan.—The Farmers Union will build an elvtr. as soon as the necessary stock in the company is sold.

Tongahoxie, Kan.—The Durrett Grain & Flour Co., of Fort Smith, Ark., has bot the plant of Kramer Fair Milling Co.

Larned, Kan.—I am mgr for the Associated Mill & Elvtr. Co. here.—Jack Price, formerly with C. V. Fisher Grain Co.

Chase, Kan.—I am mgr. for the Co-operative Union here.—G. W. Smith, formerly mgr. for the Farmers Grain & Supply Co., Ensign.

Shady Bend, Kan.—Mail addressed to Amos Richolson, said to own a 100-bbl. Mill and a 10,000-bu. elvtr. at this station, has been returned unclaimed.

Ensign, Kan.—I am no longer mgr. for the Farmers Grain & Supply Co. here, but am mgr. for the Farmers Co-operative Union at Chase, Kan.—G. W. Smith.

White Cloud, Kan.—The White Cloud Grain Co. has recently equipped its elvtr. with a 500-bu. per hour cleaner and a larger leg and boot to carry shell corn.

Randolph, Kan.—The Farmers Union has let contract for a 12,000-bu. elvtr. to be operated by electricity. It is to be completed in 90 days and will cost \$12,800.

Burlington, Kan.—The Excelsior Milling & Power Co. has increased its capital stock from \$50,000 to \$75,000 and will make extensive improvements in its plant.

Hutchinson, Kan.—W. H. Poling will handle the business of the Gano Grain Co. during the absence of Paul Gano who will spend the cold weather in Southern California.

Garnett, Kan.—Farmers are greatly interested in the building of an elvtr. here and it is that that the organization of a company will be only a question of a few weeks.

Larned, Kan.—I. R. Roamer & Son have sold their plant at Sylvia, where they operated as the Sylvia Milling Co. and bot the plant of the Larned Mill & Elvtr. Co. The elvtr. will be rebuilt and enlarged for next season.

Neodesha, Kan.—The Land Milling Co. is contemplating plans for the erection of an elvtr. on the site of the one recently burned. The mill was also burned, but will not be rebuilt at once. Work on the elvtr. will probably start soon.

Paradise, Kan.—The elvtr. of the Farmers Co-operative Ass'n containing 17,000 bus, of grain burned at 1 a. m., Nov. 21. The fire was probably due to the breaking down of a line shaft which ran thru a bin. Insurance on building, \$3,800; on stock \$12,000.

Hays, Kan.—The cause of the fire which destroyed the elvtr. of the Farmers Co-operative Ass'n, Nov. 17, was the explosion of oil tanks 75 feet away. Loss on buildings, \$13,000; insurance, \$7,500; loss on stock, \$3,900; insurance \$3,900. The salvage is estimated at \$12,000.

Coldwater, Kan.—The Larabee Flour Mills Corp., of Kansas City, Mo., has built a 24 x 26 ft. office and scale platform, all enclosed. Have taken out the 8-hp. Fairbanks gas engine and replaced it with a 7½-hp. G. E. motor. Will install an automatic truck dump later on.—L. E. Ginder, mgr., Larabee Elvtr.

KENTUCKY

Paducah, Ky.—The Vincent-Hudgens Grain Co. will open up an office with us and handle grain thru our elvtr., but so far as we know they do not intend to build an elvtr.—Lack Redford Elvtr. Co.

Frankfort, Ky.—The Franklin Grain Products Co. has filed notice of dissolution and the property was sold at public sale to Geo. Marshall, of New York. A new company to be known as the Frankfort Grain Products Co. has been formed to operate the plant. Wm. Darrow, of Chicago, is mgr. The sale price was \$185,000.

MARYLAND

BALTIMORE LETTER.

I. Jamieson, attached to the grain inspection department of the Chamber of Commerce, has resigned his position.

Baltimore, Md.—A. K. Taylor, pres. of the Taylor & Bournique Co., Milwaukee, has applied for membership in the Chamber of Commerce.

Supt. J. A. Peterson, of the Western Maryland and B. & O. Elvtrs., reports the loss of his auto a few days ago. Someone wanted to take a ride and appropriated it.

Baltimore, Md.—New members of the Chamber of Commerce are Thos. E. Carson, Daniel Baugh Brewster and Geo. T. Snyder. Memberships transferred are Lewis Dill, Allen G. Pinkerton and Samuel H. Gressitt.—James B. Hessong, sec'y.

MICHIGAN

La Peer, Mich.—The elvtr. of the La Peer Grain Co. burned, Dec. 1.

Norwalk, Mich.—H. M. Cosier has installed a Hall Signaling Distributor in his elvtr.

Belmont, Mich.—Wallace Obets has purchased a Hall Signaling Distributor for his elvtr.

Jones, Mich.—I will remodel the elvtr. I recently bot and will install cleaners, etc.—C. A. King.

Bay City, Mich.—Cass Bean & Grain Co. has equipped its elvtr. with a Hall Signaling Distributor.

Grand Rapids, Mich.—The Valley City Milling Co. has increased its capital stock from \$500,000 to \$1,000,000.

Henderson, Mich.—The Henderson Co-operative Co. incorporated; capital stock \$20,000; over 200 incorporators.

Kingsley, Mich.—Geo. W. Parker will build a new elvtr. and will make general repairs on his plant, installing new machinery.

Manistee, Mich.—Jos. L. Manseau has closed his grain and seed house and will retire from active business after 30 successful years.

Hastings, Mich.—As soon as the elvtr. of L. Waters is emptied Mr. Waters will retire from the grain business on account of ill health.

Carland, Mich.—Mail to the Carland Farm Co-operative Elvtr. Ass'n has been returned marked "Out of business," "Closed," "Refused."

Eaton Rapids, Mich.—We are now making plans for a large concrete elvtr. to be built in the spring.—David C. Burt, treas. Abrams Seed Co.

Fowler, Mich.—We will take possession of the Sturgis Elvtr. Jan. 2. Thos. Bortoff, who was secured thru the Grain Dealers Journal, will be our mgr.—Theo. Bengel, sec'y Farmers' Co-operative Elvtr. Co.

Coopersville, Mich.—The Coopersville Co-operative Elvtr. Co. has bot the elvtr. of M. Denham, possession to be given Jan. 1. Paul Hahn, former mgr. for Mr. Denham, will remain as mgr. for the new company.

MINNESOTA

Menahga, Minn.—Reinhold Lohi is mgr. of the Farmers' Elvtr. Co.

Borup, Minn.—A. G. Lundgren, prop. of the Independent Elvtr., has moved to Duluth.

Dent, Minn.—The Dent Grain Co. has bot the elvtr. of the Atlantic Elvtr. Co.—S. J. Miller.

Currie, Minn.—The Farmers Elvtr. Co. has been reorganized and C. D. Smith is now mgr.

Melrose, Minn.—The elvtr. of the National Elvtr. Co. has been closed, the mgr. resigning.

Detroit, Minn.—The Detroit Elvtr. Co. has bot the elvtr. of the Atlantic Elvtr. Co.—S. J. Miller.

Cisco, (Erskine p. o.), Minn.—The Cisco Elvtr. Co. has bot the elvtr. of the Atlantic Elvtr. Co.—S. J. Miller.

Afton, Minn.—The Equity Elvtr. Co. has bot the elvtr. of the Jameson & Hevener Co. Mr. Lohman is now mgr.

Sauk Rapids, Minn.—The Sauk Rapids Elvtr. Co. will succeed the Neils Elvtr. Co. Frank Perske is the new prop.

Glenwood, Minn.—The Farmers Elvtr. Co. has completed a new coal shed and has installed a 10-ton Howe scale. Other improvements will be made later.

Cannon Falls, Minn.—The Farmers Elvtr. Co. has installed a new Menarch Flax Separator and a new Monitor Northwestern Succotash separator together with 2 5 h.p. motors.

Essig, Minn.—We will overhaul our elvtr. in the spring. It was formerly the Bingham Bros.' house, but we bot it from them.—H. Schroeder, mgr. Equity Co-operative Exchange.

Maynard, Minn.—The Farmers Elvtr. Co. has just completed a new flour and feed warehouse equipped with a 5-ton scale. A 10-ton scale and auto dump and also a large cleaner have been installed in the elvtr.

Dundas, Minn.—The Dundas Elvtr. & Grain Co., Norgard & Scott, prop., will build a corn crib and install a corn sheller and feed grinder driven by a 20-25 h.p. electric motor.—F. A. Scott, Dundas Elvtr. & Grain Co.

Savage, Minn.—Geo. Cokley, fresh from overseas service, has succeeded Geo. Allen as mgr. for the Farmers Elvtr. Co. Mr. Allen resigned and opened up the old elvtr. of J. C. Whelan, now owned by the Savage Grain Co.

DULUTH LETTER.

I am now located in Duluth.—A. G. Lundgren, formerly at Barup, where he owned an elevator.

C. T. Mears has been elected to fill the vacancy, caused by the resignation of John H. Ball, in the directorate of the Board of Trade.

Duluth, Minn.—The resolution adopted by the board of directors of the Board of Trade, Nov. 10, placing maximum limits on the prices of future trades in flaxseed on the exchange, has been repealed.

The United Grain Co., operators at this market for the last 10 years, with a terminal elevator at Superior, Minn., is closing out its business and will retire from the trade at this market. John Ball has been mgr. for the company and his many friends regret the closing of the office.

Franklin Paine, for 25 years mgr. of the Board of Trade Clearing House, has resigned and will be succeeded by Geo. F. Foster, for the last 7 years mgr. of the Duluth office of H. L. Hankinson & Co. Mr. Paine was a charter member of the Board of Trade. He will spend the winter in Florida and take a good long rest. The new mgr. has had 18 years' experience here and is well known to the members of the exchange. Geo. W. Higbie will succeed Mr. Foster as mgr. for the Hankinson company.

MINNEAPOLIS LETTER.

Walter Paul and H. A. Mulholland are on the road for the Cargill Elevator Co.

Dr. Paul Geo. Sulkey, mgr. of the North Star Malting Co., died Nov. 23, after an illness of 6 months. He was born in Italy 62 years ago, coming to the U. S. in 1883. He is survived by his widow, two daughters and two sons.

Discontinuance of the Minneapolis flax market was ordered late Nov. 23 by the directors of the Chamber of Commerce, after it had been in operation one day. The directors voted to continue the shut-down of the present market until after a thorough investigation of its feasibility had been made.

Jas. F. Bell, vice-pres. of the Washburn Crosby Co., has been decorated and appointed a member of the Legion of Honor, with the rank of Chevalier, by the French government in recognition of his services under the Food Administration. The presentation was made by Gen. Collardet, military attache of the French Embassy at Washington. Mr. Bell is very proud of the honor bestowed upon him.

MISSOURI

Ladonia, Mo.—Frank Wyatt is the new mgr. for the Farmers Elevator Co.

Cuba, Mo.—The elevator of E. C. Johnson will be opened at an early date.

Bellflower, Mo.—The Farmers Elevator Co. has organized here with a capital stock of \$20,000.

Rayville, Mo.—Elwood Clark & Co. will build a 10,000-bu. elevator and an office building next spring.

Higginsville, Mo.—We have let contract for building an 80,000-bu. concrete elevator.—Higginsville Milling Co.

Moscow Mills, Mo.—The Farmers Elevator & Supply Co. incorporated; capital stock \$20,000; 86 incorporators

Humansville, Mo.—Humansville Mill & Elevator Co. incorporated, capital stock \$15,000, incorporated by W. W. Woods.

Tarkio, Mo.—T. P. Gordon has opened a private wire office here, with A. E. Temple as mgr. Thomson & McKinnon wires are used.

New Truxton, Mo.—Farmers Elevator Co. organized with capital stock of \$15,000. A new concrete elevator will be built in the spring.

Jonesboro, Mo.—Farmers Elevator Co. organized with a capital stock of \$15,000. It will build a new concrete elevator in the early spring.

Malden, Mo.—We are still in business here, but owing to crop failure are only handling a very small amount of grain.—Southeast Missouri Grain Co.

Jonesburg, Mo.—Frank Wyatt has resigned as mgr. for the Jonesburg Roller Mills and will take charge of the elevator of the Farmers Elevator Co. at Ladonia.

Harrisonville, Mo.—Hogan Bros., who have been trying to operate with a portable elevator, have dismantled the elevator and are out of business at this point.

Osage City, Mo.—The Hays Wood Products Co. will build an elevator on the river and will construct barges for the transportation of grain from near-by points.

Carrollton, Mo.—We have bot the elevator of O. A. Tabor on the Wabash R. R. and are now in possession. It cost us \$14,000. We organized in July and bot the Wiggins elevator at that time.—R. D. Jay, mgr. Farmers Grain & Supply Co.

Jefferson City, Mo.—We will operate as the J. M. Hays Elevator & Milling Co. with headquarters here. Will build at Osage City. Have a capital stock of \$100,000, and will operate our elevator in connection with boats and barges of our own.—J. M. Hays.

KANSAS CITY LETTER.

An amendment, recommending the elimination of maximums from grain consignments commission charges, will be voted upon by the directors of the Board of Trade.

Geo. S. Carkener, of Goffe & Carkener, a "gold star" father, has gone to France to visit the grave of his son, Stuart Carkener, who was killed in action in 1916, in the artillery service.

John Fennelly, A. C. Davis and E. D. Fisher have been appointed a committee by members of the Board of Trade to re-open negotiations for the purchasing of the property now occupied under lease by the exchange.

The Smith-Whyte Grain Co. has been organized at this market by Jos. A. Whyte, formerly of Omaha, and W. D. and W. E. Smith of Macedonia, Ia. Mr. Whyte has disposed of his interests in the Whyte-Adams Grain Co. and has applied for a treasury membership in the Board of Trade here. He has deposited \$15,000 for the membership. There are at present only 200 outstanding memberships in the exchange, and new members have been admitted by transfer. A provision of the by-laws of the ass'n provides for the issuance of additional memberships for a fee of \$15,000.

ST. LOUIS LETTER.

James P. Condon has bot the membership of John Scullin and with Jesse C. Darley has applied for membership in the Merchants Exchange.

Members of the Merchants Exchange have missed the familiar face of its smiling sec'y, Eugene Smith, for the last week. Mr. Smith has been ill at his home but is reported to be on the road to recovery.

Horace F. Ketchum, for 15 years with the Albers Commission Co., and A. G. Anderson, formerly in the grain business on his own account in Little Rock and Newport, Ark., have formed a co-partnership and will operate at this market as the Anderson-Ketchum Grain Co. Offices are in the Pierce Bldg.

MONTANA

Poplar, Mont.—The Bain Grain Co. at this station is still operated by Wm. Bain.

Moccasin, Mont.—Mail addressed to C. B. Smith, agt. Montana Elevator Co. here, is returned unclaimed.

Buffalo, Mont.—No crops so elevator has been closed for another year, and I am now in other business.—A. D. Skinner, mgr. Equity Co-operative Ass'n.

Gilman, Mont.—After securing a site here the Montana Grain Growers decided not to build an elevator here. The R. R. Co. took the land back.—S.

Malta, Mont.—The elevator of the Imperial Elevator Co. has been closed for the season. Ed. Hough, mgr. has gone home to Zerkel, Minn., for the winter.

Culbertson, Mont.—The report that we would buy the mill here was premature as the proposition was voted down at our last meeting.—Farmers Elevator Co.

Medicine Lake, Mont.—The Farmers Elevator Co. have taken over the Midget Flour Mill and is now operating under one management.—A. L. Tennis mgr. Farmers Elevator Co.

Harlowton, Mont.—C. H. Dickman, formerly auditor of the Montana Flour Mills Co., has bot the interest of I. P. Nissen in Nissen & Jacobs. The firm will operate as Dickman & Jacobs.

Raymond, Mont.—Members of the Farmers Equity Co-operative Ass'n are still game altho they lost heavily when the elevator burned, but they will undoubtedly rally and build a new house in the spring.

NEBRASKA

Wabash, Neb.—It is reported that Edgar Gilden is operating the East Elevator.

Randolph, Neb.—H. O. Peterson has bot a interest in the Flanley Grain Co.

Manley, Neb.—Ed. Kelly and Wm. Sheenan have bot the elevator of Dan Bourke.

Riverdale, Neb.—John Botin is now mgr. for the Farmers Co-operative Elevator Co.

Gretna, Neb.—Gretna Elevator Co. installed Hall Signaling Distributor in its elevator.

Hastings, Neb.—R. J. Moes is mgr. for the McCaull-Dinsmore Elevator Co. at this office.

Hastings, Neb.—We have discontinued our office here.—E. Stockham Grain Co., Omaha.

Cornlea, Neb.—Paul Smeal has succeeded Gus Peters as mgr. for the Farmers Grain & Lumber Co., here.

Table Rock, Neb.—I am now located at Norfolk, Neb.—E. J. Gibbs, formerly agt. Central Granaries Co.

Tilden, Neb.—Fred W. Shively, prop. of the Shively Grain Co., is repairing the elevator, had bot last Sept.

Hebron, Neb.—L. McKinney has succeeded Ralph Butler as mgr. for the Hebron Elevator & Shipping Ass'n.

Trumbull, Neb.—The elevator, belonging to Central Granaries Co., was equipped with a Hall Signaling Distributor.

Springfield, Neb.—A new farmers elevator will be built here in the spring.—John Lorenz, mgr. Gretna Elevator Co., Gretna.

Gretna, Neb.—We are putting in a new foundation and new floors in our elevator.—John Lorenz, mgr. Gretna Elevator Co.

Omaha, Neb.—Geo. C. Bullock has succeeded H. W. Owsley as mgr. of the Pontenelle Hotel branch office of E. W. Wagner Co.

Enola, Neb.—Gus Peters, formerly mgr. for the Farmers Grain & Lumber Co. at Cornlea, is now agt. for the T. B. Hord Grain Co.

Clarkson, Neb.—F. V. Uridel, formerly mgr. for the Farmers Co-operative Mercantile Co. at Leigh, is now with the Crowell Lumber & Grain Co.

Cedar Bluffs, Neb.—The Farmers Co-operative Union Ass'n, has installed a new 10-h.p. electric motor in its elevator, doing away with its steam power.

Lindsay, Neb.—The report that we will build a new elevator is unfounded. We have a new house but will build coal bins if we can get trackage to them.—Farmers Elevator Ass'n.

Nebraska City, Neb.—The Bartling Grain Co. is said to be the oldest grain company in Nebraska. It was established in November, 1871, and has just celebrated its 48th anniversary.

Gibbon, Neb.—The elevator of the Gibbon Roller Mills is now complete and a full line of Sprout, Waldron & Co. machinery is being installed. The mill building will also be completed in a few days.

Laurel, Neb.—James Lacey has bot the elevator of J. R. Durrie at this point. Mr. Durrie purchased the property last August from Newman & Morton and has now bot the plant of the Laurel Milling & Grain Co.

Trumbull, Neb.—Our old 25,000-bu. elevator burned July 24 and we are now building a 30,000-bu. re-inforced concrete elevator to be operated by electricity, and be up-to-date in every way. The Farmers Elevator Co. will replace its gas engine with electric motors.—A. R. Rich, mgr. Central Granaries Co.

Lincoln, Neb.—The following firms have made application with the Bureau of Securities for permission to issue stock: Crete Farmers Union Co-operative Ass'n, common, \$113,000; Utica, Utica Farmers Grain Co., common, \$24,200; Martell, Farmers Elevator & Trading Co., common, \$18,000; Riverdale, Farmers Co-operative Elevator Co., common, \$25,000.

NEW ENGLAND

Concord, N. H.—Carlos B. Mosely, a grain dealer here since 1870, died Nov. 16, at the age of 76. He is survived by a son and daughter.

Norwich, Conn.—Louis Wolfe, pres. of the Dayville Grain & Coal Co., has gone to New York City, for a course of treatments. He has been suffering severely from stomach trouble. S. S. Rosoff is in charge of the business during Mr. Wolfe's absence.

Rockville, Conn.—I have sold my grain business to the Rockville Grain & Coal Co. and am now out of the grain business—Edward White.

Burlington, Vt.—A fire of mysterious origin broke out Nov. 30, in the building occupied as a storehouse by A. D. Pease Grain Co., on the lower floor and basement. The fire burned through the entire night and practically destroyed the contents of the building. Only the walls and a part of the floors are left. The Pease company's loss consists of hay, bran, cotton seed meal, rye straw, etc., valued at \$20,000.

Boston, Mass.—The annual meeting of the grain board of the Boston Chamber of Commerce was held Dec. 4 and the following executive board elected: George W. Collier, George W. Crampton, Frank W. Crane, Howard A. Crossman, George W. Eddy, Henry Jennings, Andrew L. O'Toole, Frank E. Sands, Lyman G. Smith, Warren G. Torrey, Harry N. Vaughn and Frederick J. Volkmann.

St. Johnsbury, Vt.—The main building and a grain elevator of the A. H. McLeod Milling Co. were destroyed Nov. 29 by fire which started from a defective flue. Another elevator containing \$65,000 worth of grain, was saved. The loss is estimated at \$40,000, and is covered by insurance. The fire started at 8 o'clock and spread with great rapidity under a stiff wind. Edgar R. Brown of Cambridge, treas.-gen. mgr., said rebuilding would begin immediately. The plant was established 100 years ago, and was the oldest grain mill in the state. The present company bought it 2 years ago.

NEW MEXICO

Clovis, N. Mex.—I am now located here.—H. E. Robbins formerly with Farmers Grain & Trading Co., Haxtum, Colo.

NEW YORK

Buffalo, N. Y.—The Archer-Daniels Linseed Co. will spend \$23,000 in new buildings for its plant.

New York, N. Y.—Chas. C. Barber, treas. of the Canadian Grain Growers Export Ass'n, died suddenly Nov. 23. He formerly resided in Milton, Ont.

New York, N. Y.—Edward Flash, Jr., pres. of the Produce Exchange, has been decorated, Commander of the Order of the Crown by King Albert of Belgium, in appreciation of his efforts in the Belgium relief work.

Clymer, N. Y.—We have sold our grain and feed business to Benj. and Arthur Wassink, who will operate as the Wassink Milling Co. I have opened a grain and mill feed brokerage office here.—Henry Meyerink, formerly Meyerink & Kaltre.

Buffalo, N. Y.—Four men were badly burned at the H. O. Mills, when a dust explosion occurred. The men were cutting a hole in a grain tank with an acetylene torch when the dust was ignited by the flames. None of the men were fatally burned. The damage was nominal and confined to the steel tank.

NORTH DAKOTA

Palermo, N. D.—I have leased my elevator to G. A. Norman for the season and am not in the grain business for the present.—R. A. Rasmusen.

Kermit, N. D.—I am not in the grain business. My brother succeeded me last year.—G. F. Loucks, formerly mgr. Kermit Grain & Mercantile Co.

Havana, N. D.—Joe Manning is not mgr. of any elevator here. He worked as second man for the Havana Elevator Co. and is holding his first manager's position.—Farmers' Co-operative Grain Co.

East Fairview (Fairview, Mont., p. o.), N. D.—E. G. Carey, formerly mgr. for the Farmers Elevator Co. was acquitted of the alleged charge of embezzling large sums of money to deal in margins. The case was dismissed.

Hankinson, N. D.—We have been reincorporated and now operate as the Cargill Elevator Co. of North Dakota. The St. Anthony & Dakota Elevator Co. has built new coal sheds and have a new mgr. Frank Felger, who comes from the drouth stricken part of Montana.—H. J. Shuster, mgr.

Guelph, N. D.—H. B. Lee, of Baker, Mont., has succeeded W. L. Dean as mgr. for the Farmers Elevator Co.

Rock Lake, N. D.—Frank P. Grimes is now working as second man in our elevator.—U. R. Davis, mgr. Farmers Elevator Co.

Manvel, N. D.—The elevator of the Monarch Elevator Co., containing 11,000 bus. of flax, 1,000 bus. of wheat and 2,000 of oats and barley, burned during the night, Nov. 25. The grain was not all burned, but is believed to be an entire loss, on account of the large quantities of snow that were thrown on the smoldering ruins.

OHIO

Ney, O.—Don Strusaker is now mgr. for the Farmers Co-operative Co.

Continental, O.—We have sold our elevator here, to the Continental Equity Exchange.—Morrison & Thompson Co., Kokomo.

Yellow Springs, O.—DeWine Milling Co. incorporated; capital stock \$120,000; incorporators, John, Dennis, Geo. and Robt. Dewine.

Pemberton, O.—The Farmers Co-operative Co. has bot the elevator of L. G. Shanley.—Ed. Fustor, Swanders Grain Co., Swanders.

Conover, O.—The Wilgus Grain Co. has succeeded the Wilgus & Shaffer Grain Co. and A. W. Burton has succeeded G. W. Shaffer as mgr.

Tilden, O.—The Mill & Elevator Co. has been organized here with a capital stock of \$15,000. A. R. Ottenson, M. E. Bird and T. F. Lindsay are interested.

Isleta, O.—We have installed a Richardson Scale and will build additional storage in the spring.—Asa Bluck, mgr. Plains Co-operative Co.

Grafton, O.—The Grafton Bennett Milling Co. has increased its capital stock from \$200,000 to \$350,000. It has also increased the storage capacity of the plant.

Cincinnati, O.—L. W. Perkins, ass't traffic mgr. of the Grain & Hay Exchange, has tendered his resignation, to accept another position with a local company.

Chattanooga, (Minden, p. o.) O.—Our new house is nearly completed and we expect to open Jan. 1.—A. W. Snyder, mgr. Berne Equity Elevator Co., Berne.

Prairie Depot, O.—We have equipped our plant with G. E. Motors and are about ready to begin to operate by electric power.—L. J. Ducat, mgr. Prairie Farmers Elevator Co.

Toledo, O.—New members of the Produce Exchange are: E. W. V. Kuehn and H. C. Sitzensstock. The latter was admitted on certificate of W. J. Perry.—A. Gassaway, sec'y.

Hatton, O.—The Prairie Farmers Co-operative Co. have bot the elevator of Ash & Shaw and will take possession Dec. 10.—L. J. Ducat mgr. Prairie Farmers Elevator Co., Prairie Depot.

Green Creek, R. F. D. No. 10 (Fremont p. o.), O.—D. M. Potter is now mgr. for the Farmers Elevator Co. that bot my elevator last spring.—C. E. Sommers. Mr. Potter succeeds John Welch.

Riverside, (Cincinnati p. o.), O.—The American Diamalt Co. will build a 3 story, 55x53 ft. concrete grain drying plant. Plans have been drawn and contract will be let at an early date.

Elida, O.—We expect to build a 30,000 to 40,000 bu. elevator this spring and to install new machinery including automatic or hopper scale.—R. C. Kephart, mgr. Farmers Equity Exchange Co.

Mendon, O.—The Mendon Equity Exchange has bot the elevator and implement store of the Gordon-Haus-Folk Co. The old elevator will probably be torn down and a new concrete house built on the site.

Cable, O.—I have sold my elevator here and will give possession April 1. I also expect to close a deal for the sale of my elevator at Mingo, very soon, and am planning to close out my elevator at Hagenbaugh.—O. M. Clark.

Paulding, O.—Conrad Linder, formerly mgr. for the Paulding Equity Exchange, has bot an elevator at Milla, (Lostant p. o.), Ill., and is now operating it.—H. W. Linder, mgr. Farmers Elevator Co., mgr. Leonore, Ill.

Wilmington, O.—We have bot a site and expect to erect an elevator and warehouse this spring. R. P. Barrett, senior member of our firm was formerly with the Wilmington Grain & Milling Co. for 7 years, and has been in the grain business 25 years.—R. P. Barrett & Son.

Chattanooga, (Mercer p. o.), O.—The elevator of the Berne Equity Elevator Co., of Berne, Ind., at this station, was struck by lightning Nov. 29. Loss is estimated at \$2,000. The elevator was still in the hands of the contractor who will have to stand the loss.

Grover Hill, O.—J. W. Mitchell of Kokomo, Ind., traded land near Antwerp for the elevator of the Grover Hill Grain Co., and later the same week traded the elevator to Peter Coil, of Van Wert, for 500 acres of land in southern Indiana. The consideration mentioned in the deal was \$10,000. The Grover Hill Co. will continue to operate the elevator till Mar. 1.

Columbus, O.—Sec'y J. W. McCord of the Ohio Grain Dealers Ass'n, becoming indisposed recently, was whisked to the Mt. Carmel hospital by the doctor, but he is still conducting some of his correspondence, and is just as cheerful as ever. He and President Wilson are both agreed that you cannot keep a good man down after he gets his second wind.

Greenwood, O.—As soon as weather conditions will permit, we expect to increase the capacity of our elevator recently bot from Helm & Reis, by building vitrified tanks with a storage capacity of 100,000 bus. We will continue the elevator business and will move our feed plant to the same location, building extensive warehouse, etc., some time next summer.—V. W. Wider, mgr. The United States Chemical Co.

OREGON

Astoria, Ore.—The Astoria Flouring Mills Co. has increased its capital stock from \$200,000 to \$1,000,000.

Salem, Ore.—No elevator here. Cherry City Mill buys all the grain—and stores in bags. Hello: All you Grain Men.—C. A. Kirkby.

Portland, Ore.—The Eagle Flour Milling Co. has just been organized and will at once erect a \$200,000 reinforced concrete milling plant adjoining the new 2,000,000-bu. municipal elevator now under construction. W. R. Bagot, formerly gen. mgr. of the Globe Grain & Milling Co. and A. H. Tasker, of the Tasker-Simpson Grain Co., Alberta, Can., are interested in the new company.

OKLAHOMA

Tuttle, Okla.—W. W. Clark is mgr. for the Farmers Grain Exchange.

Minco, Okla.—Farmers Elevator Co. equipped its elevator with a Hall Signaling Distributor.

Yukon, Okla.—The Yukon Mill & Grain Co. will build a storage warehouse 70x140 ft.

Sulphur, Okla.—Anderson & Pryor are new dealers in grain and produce at this market.

Sentinel, Okla.—Sentinel Milling Co.; incorporated; capital stock \$25,000; incorporator J. W. Graves.

Tulsa, Okla.—The Durrett Grain & Flour Co., of Ft. Smith, is opening a branch house at this station.

Wewoka, Okla.—Efforts are being made to form a mill and elevator company here. G. T. Strickel, of Oklahoma City, is interested.

Sentinel, Okla.—I have recently taken over the management of the Sentinel Milling Co., which does a general milling and elevator business.—D. J. Rieter.

Clinton, Okla.—The Gerlach Milling Co., of Cordell, has bot the equipment and machinery of the Clinton Milling Co. and will build a new plant here.

Lucien, Okla.—I have moved to Arapaho, where I own 2 farms. C. H. Clausen will manage the elevator here.—W. M. Black, of W. M. Black Grain Co.

Ada, Okla.—R. J. Anderson, formerly with the Canadian Mill & Elevator Co. at El Paso, is now with the Ada Milling Co. here, owned by J. F. Ford of the Shawnee Milling Co.

Perry, Okla.—Our elevator has never been operated by L. W. Wright, tho he was to operate it last year. I took the management July 1, and have operated it ever since.—R. W. Freeman, Red Star Elevator.

Woodward, Okla.—We will move one of the elevators here to Buffalo, Okla. We also expect some new elevators on the North Western and several other firms will build on it also.—A. J. Chase, L. O. Street Grain Co.

Weleetka, Okla.—Weleetka Mill & Elevtr. Co., incorporated; capital stock \$10,000; incorporators, C. H. Westerville, W. Helfer and J. R. Autry.

Carnegie, Okla.—The Farmers Co-operative Mill & Elevtr. Co. has let contract to the White Star Co. for an elevtr., fully equipped for handling ear corn and small grain, together with feed. The house will be iron clad and is equipped with a Fairbanks Oil Engine, Philip Smith Sheller and Cleaner and a Richardson Automatic Scale.

PENNSYLVANIA

Philadelphia, Pa.—Roy Miller of L. F. Miller & Sons, is wearing a happy smile. There is a new baby boy in the Miller home.

Philadelphia, Pa.—Jacob Michel, 61 years old, sec'y and treas. of the Merchants Warehouse Co., died suddenly at his home, Nov. 17. He had been in his office the day before his death and his many friends and fellow members on change were greatly shocked to learn of his sudden demise. For 34 years he was supt. for the company and when it was reorganized in 1916, he was made sec'y-treas. He is survived by 6 sons, 2 daughters and his widow.

SOUTH DAKOTA

Alcester, S. D.—E. F. McKellips is now mgr. for Farmers Co-operative Ass'n.

Jefferson, S. D.—Tom Collins is now mgr. for the Western Terminal Elevtr. Co. here.

Renner, S. D.—C. F. Eggles is pres. and T. A. Gunderson sec'y of the Farmers Elevtr. Co.

Rockham, S. D.—We may do some improvement work in the spring.—Farmers Elevtr. Co.

Wakonda, S. D.—W. G. Wright has succeeded A. J. Macy as mgr. for the Farmers Co-operative Elevtr. Co.—G. C. Maxon.

Chancellor, S. D.—The Farmers Co-operative Co. will install new elevtr. equipment in the spring.—W. W. H. Raker, agt. A. A. Truax.

Sioux Falls, S. D.—J. E. Arnold, of Flandreau, has bot the 45,000-bu. elevtr. of the Merchants Elevtr. Co. and will take possession Apr. 1. The price paid was \$6,000.

Lennox, S. D.—The Western Terminal Elevtr. Co. will build an addition to the elevtr. and make repairs on the old house as soon as weather permits. O. J. Sloan is agt.

Alpena, S. D.—I have bot the elevtr. of Till & Kochs and E. F. Allen is in charge. Sieberg Bros. & Craig have installed a new 10-ton Howe Scale with Trapp Dump.—Mason Smith.

Glenham, S. D.—We have put in a Globe Cleaner and 2 stands of legs. Made a new driveway and changed to electric power and lights.—Glenham Equity Exchange, H. E. Blood, mgr.

Huron, S. D.—The report that we are remodeling the elevtr. we recently bot is erroneous, as we organized in 1916 and built our own elevtr. and have operated it ever since.—F. H. Ripley, mgr. Farmers Co-operative Ass'n.

Bowdle, S. D.—We are now installing G. E. motors in our elevtr. to run our cleaners and elevtr. John Geib has charge of the Geib Elevtr. now. "Pete" has retired and is living in Minneapolis.—J. G. Kraft, prop. Bowdle Grain Co.

SOUTHEAST

Graceville, Fla.—J. M. Kirkland purchased a Hall Signalling Distributor for his elevtr.

Huntsville, Ala.—We will open an office in Greenville, Miss. at an early date with R. B. Nance as mgr.—Lyle & Lyle.

Augusta, Ga.—The Delier & Speir Milling Co. has a warehouse here and is operating under the name of the Shumaker Flour Co.—X.

Greenville, Miss.—Effective at an early date we are opening a branch office here under the charge of R. B. Nance. We will solicit orders from the wholesale trade in Greenville, Clarksdale, Indianola, Greenwood, Winona, Cleveland, Grenada, Lexington, Durant, Rosedale and Yazoo City.—Lyle & Lyle, Huntsville, Ala.

Norfolk, Va.—No definite plans have been made at this time as to the building of an elevtr. at this port. The city has just acquired new deep water terminals which were used by the government during the war and we realize the need of an elevtr.—H. V. C. Wade, sec'y Chamber of Commerce Board of Trade.

Dublin, Ga.—The material for the new elevtr. of the Farmers Elevtr. Co. is here and the contractors are on the way, so that in a few weeks the only farmers grain elevtr. in the south will be a fact.

TENNESSEE

Memphis, Tenn.—After Jan. 1, Edgar Morgan will operate the Union Elevtr.

Knoxville, Tenn.—W. J. Savage Co., Inc., equipped their elevtr. with a Hall Signalling Distributor.

Chattanooga, Tenn.—Mail addressed to the Chattanooga Cereal Co. is returned marked "Out of business."

Memphis, Tenn.—Having sold out at Covington, we are now located in the Exchange Bldg. here, conducting a grain business.—Marks & Anderson.

Memphis, Tenn.—W. C. Charles will engage in the grain and hay brokerage business at this market. He has applied for membership in the Board of Trade.

Covington, Tenn.—We now own a 25,000-bu. ear corn warehouse here and will do a wholesale grain and hay business besides being brokers. The company is a partnership between J. G. Oliver and D. C. Moore.—J. G. Oliver, Oliver & Moore Grain Co.

Memphis, Tenn.—Geo. H. Rice, Buro of Fire Investigation, Washington, has gone over the remains of the Riverside Elevtr. and Warehouse, recently destroyed by fire, and declares that the fire was caused either from a defective motor, hot box under tunnel belt or a choke in the chute dust collector. Red oats were being run in the elevtr. at the time the sparks occurred and the dust suspended in the air exploded immediately. Had it not been for the dust the elevator would have been saved.

TEXAS

Ranger, Tex.—McFarland & Dowdy will build a new elevtr. to be operated by electricity. The White Star Co. furnished the plans.

Hereford, Tex.—Kemp & Kell, of Wichita Falls, Tex., have bot the elevtr. of the McQueen Grain Co. and will take possession Jan. 1. The new owners will make improvements. They are now building a mill and elevtr. at Amarillo.

Dallas, Tex.—I am operating the North Texas Hay & Grain Co., my partner, Thos. S. Kelly, having severed his connection with the firm and associated himself with the Denny Grain Co., Greenville, Tex.—W. M. Crosthwait.

Fort Worth, Tex.—The testimony in regard to the solvency of the Walker Grain Co. has been closed and on Nov. 26, a jury in the U. S. District court, is said to have returned a verdict to the effect that the grain company was insolvent Aug. 16, 1918, at which time an involuntary petition in bankruptcy was filed.

Kingsville, Tex.—The Bishop Manufacturing Co. of Bishop, Tex., is moving its mill, elevtr. and ice factory to Kingsville, merging same with the Kingsville Commission Co. The new firm will be known hereafter as Kingsville Ice & Milling Company with a capital stock of \$50,000.—Kingsville Commission Co., W. C. Mantus.

El Paso, Tex.—We have opened an office here, which is a branch of the West Texas Grain Co. of Sweetwater, and we do a strictly wholesale grain, hay and feed business. The report that we had a business in Pecos is unfounded and an error that we are unable to account for.—John D. Galtner, West Texas Grain Co.

Fort Worth, Tex.—C. E. Muchmore, ass't sec'y of the Texas Grain Dealers' Ass'n and formerly a Captain in the American Army, has been commissioned a Major in the Reserve Corps of the army, according to a notice received from the Adjutant General of Washington. Mr. Muchmore saw active service overseas for a long period during the recent war, participating in practically all of the important battles.

Taylor, Tex.—We have noticed an item in the Journal of Nov. 25, and in reply we beg to advise that the Taylor Grain & Elevtr. Co. at this station is owned and operated by J. Gottlieb and is in no way connected with the Taylor Grain & Fuel Co. of Taylor or the Taylor Grain & Elevtr. Co. of Corpus Christi. We have never operated under the name of the Taylor Grain & Fuel Co.—J. Gottlieb, Taylor Grain & Elevtr. Co.

Fort Worth, Tex.—The main elevtr. of the Fort Worth Grain & Elevtr. Co. was recently threatened with destruction by fire when buildings near it burned.

Greenville, Tex.—The North Texas Hay & Grain Co., formerly owned and operated by Thomas S. Kelly and the writer, is now being operated by W. M. Crosthwait, Mr. Kelly recently having severed his connections and associated himself with the Denny Grain Co. The Denny Grain Co. is operating the Weathers Grain Co.'s plant, having purchased same. The North Texas Hay & Grain Co. will continue business as before in the North Texas Bldg., Dallas.—North Texas Hay & Grain Co., per W. M. Crosthwait.

UTAH

Ogden, Utah.—The Holley Milling Co. is considering the enlargement of the Phoenix Mill plant here.

Ogden, Utah.—The elevtr. of the Globe Grain & Elevtr. Co. has been completed and will be ready for grain within the next 60 days.

WASHINGTON

Lincoln, Wash.—The new plant of the Lincoln Milling Co. was completed and put into operation Dec. 1. The cost of construction was \$20,000 and the buildings replace those burned last May. Eight storage bins of 20,000-bu. capacity each, will be completed in a few days.

Olympia, Wash.—The State Buro of Inspection is said to have filed a detailed report of irregularities and loose methods of accounting in the state grain inspection offices at Seattle, Tacoma and Spokane. The report is said to have recommended the transfer of the state inspection of grain to the agricultural department.

Spokane, Wash.—Following the promotion of L. D. Crowe from chief deputy to chief grain inspector of the state, vice C. J. Holst, Mr. Schlaefer has been promoted to the position formerly held by Mr. Crowe. Mr. Schlaefer was for two years in the grain inspectors' office before he joined the marine corps at the outbreak of the war.

WISCONSIN

Haven, Wis.—The Farmers Equity Co. has leased land on track and is planning a warehouse and elevtr. The same company is building at Cleveland.—A. S. Wagner.

MILWAUKEE LETTER.

Grain is being received at Milwaukee now from country points under permit.

The Merriam Commission Co., of Omaha, has opened a branch office in the Mitchell Bldg. in charge of W. W. Freeman.

The rate of interest on advances for the month of Dec. of the Chamber of Commerce has been determined by the Finance Committee at 7%.

The Board of Directors of the Chamber of Commerce have again gone on record as favoring Daylight Saving, this time as a local measure thru town and city ordinances and state laws.

New members of the Chamber of Commerce are: Wm. H. Bartz, Hart C. Putman, M. F. Cudahy, Walter W. Freeman, H. F. Shepherdson. The following memberships were transferred: Hugo Bremer, Walter S. McLaughlin, Patrick Cudahy, deceased, August Rebhan, J. J. Quinn.—H. A. Plumb, sec'y.

The building com'te of the Chamber of Commerce, announced the appointment of subcommittees as follows: Finance, L. G. Bournique, A. C. Elser, William O. Goodrich, C. A. Krause, construction, H. W. Ladish, C. E. Dingwall, George J. Zimmerman, J. M. Hackler; space requirements, Albert R. Taylor, A. R. Templeton, W. A. Hottenson; site, Hugo Stolley, Albert R. Taylor, J. H. Crittenden. These com'tes will begin their work at once and plans for the erection of the new Chamber of Commerce building will be pushed as fast as possible.

WYOMING

Cheyenne, Wyo.—The McCaull-Dinsmore Co. has opened an office with J. C. Kramer in charge.

A Large Country Elevator.

An example of the present movement toward more adequate grain storage facilities at country stations is the new elevator at Manson, Ia., which far exceeds the average country house in capacity.

It is the elevator owned by Hakes & Nelson which has recently been completed. It is 100 by 36 ft. and is 89 ft. high, with a total storage capacity of 120,000 bus. The equipment includes 2 legs with 7x14 inch Salem Buckets and 2 Richardson Automatic Scales at the head of the elevator, one with a capacity of 2,500 bus., the other, 3,000 bus. per hour. The elevator is also equipped with distributing spouts, a Van Ness Manlift in each elevator, a stand pipe with automatic sprinklers and 2 dumps, one of which is a Trapp Auto Truck Dump.

The office building, shown on the right of the elevator, in the accompanying engraving, is of brick construction and 28x60 ft. The elevator is covered with galvanized iron. A part of the office, 28 by 28 ft., is used as an automobile show room, and the rest of the building makes a very fine office. It contains besides the private offices, for each of the partners, a large room for customers, and weighing room. The basement contains a steam heating plant and a shower bath. All things taken into consideration, the office and elevator is a well equipped plant and one of which Manson may well feel proud.

A NEW VARIETY OF WHEAT, what is called a "superwheat," is announced by the U. S. Department of Agriculture, which yields more than 4 bus. per acre above the usual varieties grown in this country. It is called "Kan-red" and it was developed at the Kansas Agricultural Experiment Station. In experiments covering eight years, it has shown a yield of 4.4 bus. per acre over either Turkey or Kharkof, the two principal varieties grown in Kansas.

Can Bankrupt Europe Buy?

A striking feature of the American situation is the continued and insistent cry that loans are necessary to enable the United States to unload its big surplus supplies in Europe. It is not to be supposed that Mr. Hoover and others are concerned solely with the sale of grain and other foodstuffs, but the articles usually dealt in by grain traders form a very important part of what our friends on the other side of the Atlantic have for sale.

As times goes on, it becomes increasingly certain that Germany and other deficiency countries cannot buy freely at high prices whilst the exchange value of their money is so low. It is well known that German merchants are anxious buyers of raw material, foodstuffs and manufactured goods, but they want six months' credit; in other words, they want sellers to make them a loan to enable them to buy the goods offered, and it is very easy to understand that very few sellers are willing to grant such credit.

In order to promote business, it is clearly necessary to grant loans, or make a drastic cut in prices, and the latter alternative is not likely to be adopted; at any rate we shall be greatly surprised if American prices are put down until all other means to relieve the situation have been given a fair trial. But the granting of loans to a country in Germany's position must involve risk, and it remains to be seen whether Congress or the Dominion Parliament, or the Argentine Chambers, will be willing to run the risk.—*Corn Trade News*, Liverpool.

THE HORSE will come back into his own just as soon as the high cost of living comes down and a driver can be hired for \$1 a day. When a man is worth \$8 a day it pays him better to drive a tractor or an auto truck than a team of horses. Horse hauling is cheaper for short distances; and the horse publicity ass'n will find a fruitful field in advertising this fact.

ELLIS DRIERS ARE DEPENDABLE

Whether applied to human character or to a machine the quality of "dependability" is the greatest of assets.

If you are considering a grain drier and you are accustomed to "play safe" on machinery purchases, then you are looking for the utmost in dependability and your choice will naturally be the Ellis Drier.

GRAIN DRIERS--ROTARY DRIERS

THE ELLIS DRIER COMPANY

332 So. LaSalle Street
CHICAGO, U. S. A.

THE TONNAGE UNDER construction on the United Kingdom, on Sept. 30 was 2,616,773 tons and in America, 3,470,784 tons, according to Lloyd's Register.



120,000-bu. Elevator of Hakes & Nelson at Manson, Iowa.

Supply Trade

WINNIPEG, MAN.—The American Grain Separator Co., Ltd., has been incorporated with a capital stock of \$50,000.—B.

THE BIG BUSINESS man does not buy his advertising like sugar coated pills. No, he wants the real thing and is willing to pay for it.

BELOIT, WIS.—Fairbanks, Morse & Co. will build an addition to their plant in this city. The new building will cost approximately \$1,500,000.

LANGDON, N. D.—The Spenst Grain Cleaner Co. has been incorporated with a capital of \$150,000. J. and E. Spenst and C. Mekelsen are the incorporators.

RACINE, WIS.—Walter G. Adams, son of the late Augustus A. Adams, inventor and pioneer in the manufacture of corn shellers, died December 8th in this city.

KANSAS CITY, MO.—The Minneapolis Steel & Machinery Co. has established a branch office in this city, which will be operated under the name of the Twin City Co. Ernest E. Laws is in charge.

CHICAGO, ILL.—Chas. Piez, pres. Link-Belt Co., delivered a very interesting address before the Associated Business Papers, at the recent meeting in Chicago. This address has been printed in pamphlet form and is now ready for distribution.

DECATUR, ILL.—Faie Hurd, now secretary of the Union Iron Works and of the Beall Improvements Co., will, on Dec. 1, resign from these positions to become president of the Twentieth Century Mill Mfg. Co., manufacturer of a self-contained mill.

CHICAGO, ILL.—Readers of the Journal possessing catalog 80, of the H. Channon Co., will be interested in the October 1919 Discount Book which is now ready for distribution. Both the catalog and discount book will be sent upon request.

CHICAGO, ILL.—Fairbanks, Morse & Co. have purchased 45,000 square feet in the central manufacturing district on which they will erect a three-story warehouse. The foundation will be so constructed as to permit of two additional stories being built later.

BLOOMINGTON, ILL.—Officials of the Portable Elevator Mfg. Co., have put to rest the rumor that its business had been sold to one of the large implement manufacturing companies. These officials state that the rumor is without foundation; that they have never been approached on the subject.

MELBOURNE, AUSTRALIA.—Some of those engaged in the grain business in America will be interested in Industrial Series No. 2, of the "Industrial Australian," which gives information relative to Wheat Handling in Australia. A comparison is also made between the wheat handling facilities of the Island and that of Canada.

CHICAGO, ILL.—P. C. Miller, of the Cyclone Blow Pipe Co., and one of the best known dust collector experts in the country, was held up and severely beaten by thugs recently. The injuries he received in the encounter placed him in the hospital for several weeks. His many friends in the grain trade will be pleased to learn that he has now fully recovered.

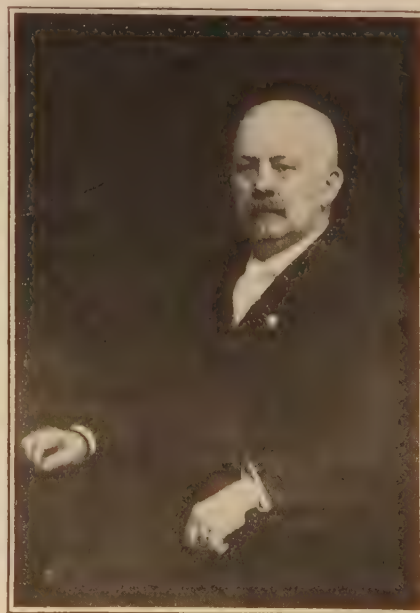
GENEVA, ILL.—Elevator owners in sections where there is an abundance of corn grown have long been confronted with the problem of efficient and economical crushing of corn. The solution of this has been found by the Burgess-Norton Co., and is described in their booklet, "The Kenyon Way." This booklet will be sent Journal readers upon request.

PRESS the button and tell your ad-man to thrill the world with the merits of your goods.

CHICAGO, ILL.—The first annual convention of the sales force of the Union Special Machine Co. was held the week beginning Dec. 1 to give the salesmen from far distant territories who had not seen the large new factory their first glimpse of the larger home of the company. To have the salesmen meet the management and vice versa; consider the problems of the last year and to glean new, good ideas to make the line more attractive and complete. A get-together luncheon, a general arousal meeting and an elaborate banquet ended the formal affair on Wednesday. Mr. F. S. North, the president, spoke with much enthusiasm at the convention banquet of the bright and exceptional possibilities not only for the next year's business but for many years to come. He also laid stress on the fact that it was the intention, the policy of the company to build up its business by marketing the best product possible and giving real service to its customers.

KANSAS CITY, MO.—Otto J. Lehrack, doing business as the Lehrack Contracting & Engineering Co., has lost his suit with the Gutta Percha Mfg. & Rubber Co., the Kansas City Court of Appeals having affirmed the decision of the circuit court of Jackson County, giving the rubber company judgment for \$239.45, a balance due on a 36-inch special conveyor belt installed in an elevator for the Blair Milling Co. at Atchison, Kan. Lehrack paid \$1,000 on the price, which was \$1,239.45. His claim that the belt was crooked was decidedly adversely to him by the jury; and then he claimed the rubber company had no right to sue in Missouri, not having been licensed in that state; but the court held that the sale of this single belt did not constitute "doing business" in Missouri. The belt was made at the eastern factory and shipped from New York to Atchison, Kan., collection being made thru the Kansas City Rubber & Belting Co., which kept a stock of and handled plaintiff's goods on a separate ledger.

THE BILL to RESTORE the prewar power of rate-making to the Interstate Commerce Commission has been vetoed by President Wilson. Senator Cummins, of the Interstate Commerce Committee and author of the bill, says that it is not likely that an attempt will be made to pass the bill over the president's veto, for the power of making rates will be restored on Jan. 1, when the roads are returned to private ownership.



A. S. Garman, Akron, O., Deceased.

Milwaukee to Make Car Condition Records.

The Chamber of Commerce Weighing Department has just completed arrangements with the railroads entering Milwaukee, Wis. for a joint examination of all laden cars placed for unloading at the various elevators and industries in the city.

Rule 7 of General Order No. 57-A stipulates that when a car of grain is found to be in leaking condition by the shipper, consignee, owner or their representatives, the facts must be reported to the carrier and reasonable opportunity afforded for verification. The system inaugurated at Milwaukee complies with the requirements of this rule, and also insures uniformity in the records of leaks as obtained by the railroad car inspectors and Chamber of Commerce assistant weighers.

Whenever possible the Chamber of Commerce assistant weigher accompanies the railroad car inspector while the cars are being examined for indications of leakage or need for repair. In many cases, however, this arrangement is impossible, in which event the two must make their examinations independently of each other and later the two reports are compared. In case either man reports a leak not noticed by the other a second examination of the car is made in order to insure uniformity in all reports.

This arrangement should enable the carrier to facilitate the handling of claims and will probably result in shippers receiving prompt settlement of claims for loss of grain in transit. When a grain shipper receives a car condition report attached to the Milwaukee Chamber of Commerce weight certificate showing that the car reached that market in leaking condition, he can be certain the railroad car inspector has made a similar report to the railroad company.

JULIUS H. BARNES, federal wheat director, announced last week the purchase of the Washington Herald by himself, Herbert Hoover and Chas. R. Crane, of Chicago. The paper will be under the direction of Walter S. Rogers and Herman Sutter. Mr. Barnes said: "My motive in backing this venture is the inherent desire of every free born American to be connected with the press. In this case I do not expect to interest myself actively in the paper."

Death of A. S. Garman.

It is with profound sorrow that we announce the death of Mr. A. S. Garman, long the representative of Huntley Mfg. Co., of the Ohio-Indiana territory. This occurred at his home in Akron, Nov. 9, 1919. Mr. Garman had been in poor health for some time but had taken care of his territory almost to the day of his death. However, he succumbed to a stroke of paralysis, his death following in a few days.

Mr. Garman was born in Wayne County, Ohio, Dec. 28, 1852. Early in life he entered the milling business, starting in a small mill in Fairview, O. Later, he became associated with mills in Massillon, Mansfield and Akron, O. In 1887 he became engaged in the sale of the McNulty Roller Mill Feeders and in 1888 with the Huntley Mfg. Co. of Silver Creek, N. Y.

Continuously since that time, Mr. Garman has represented the "Monitor" line of Cleaners. Probably no man in the trade today has the wide personal acquaintance and the friends among the millers, grain dealers and cannerymen of the United States that Mr. Garman had at the time of his death. His familiar figure at the National and State gatherings of the various associations will be greatly missed by a host of friends.

Mr. Garman was not only a salesman of rare ability but he was also of an inventive turn of mind and suggested many of the improvements now in common use on grain cleaners.

Defective Car Doors and Fastenings.

P. Rietz, special agent of the Elgin, Joliet & Eastern Railroad, at a recent meeting of special agents in Chicago said:

The greatest menace on all railroads today are the insecure and unsafe door fastenings and doors, which are found in almost every freight train that is moved over any road. In this I also want to include end doors which are, as a rule, given little or no attention so far as any inspection is concerned, and should be dispensed with entirely. The elimination of the end door would do away with end door seals on the outside, a record of which is seldom taken, and would also prevent a great deal of pilfering which is now done through end doors and which is not discovered in many cases until the car arrives at destination.

My observation is that less attention is given car doors and fastenings than any other part of the car, and that car inspectors at terminals never note anything above the running gear. Shop a car or put it on the rip track for repairs and if doors or fastenings need attention the car comes out as it went in, so far as any repairs to these parts are concerned. What is needed at the present time is a durable, uniform car door and fastenings that cannot easily be broken or manipulated, and entrance gained without being detected by the usual and ordinary method of inspection.

I suggest that in making up specifications for new cars and in the adoption of standards for repair work, the joint opinion and recommendation of special agents, claim agents, car repair foremen and warehouse foremen, whose daily contact with actual considerations and results should qualify them with a knowledge and opinion as to what is the best kind of a door and fastening to use. I believe this is a matter of sufficient importance to invite the opinions of those mentioned above.

Railroads are spending hundreds of thousands of dollars annually, handling and settling claims which arise from defective doors and fastenings. Would it not be cheaper and better to spend some of this money to equip new and old cars with the best and most practical door and fastenings?

Grain dealers, Board of Trade people and shippers are very much alive fixing shortages and making claims against railroads, and if we do not keep pace with the times the railroads will continue to pay large sums of money for shortages and other claims, caused by having cars equipped with poor doors and fastenings.

There are types of doors which may be easily opened by removing the screws or clasps which guide the door at the bottom, permit the door to be sprung out at the bottom far enough for

a man to enter the car and pilfer it without disturbing either seals or fastenings. There are thousands of door fastenings in use that are so constructed that when sealed, especially with wire seals the car door may be opened and closed again without breaking the seal or affecting the impressions thereon.

Seal Records.—In regard to seal records as kept at terminal and junction points under the supervision of the agent. Each agent should keep an exact seal record of all merchandise cars that come into his yard. And when the car passes on to another division or line this same agent should know exactly whether or not this same car went forward with seals intact, or other than which it bore when received in his yard. I sometimes think that if all employees realize the vast importance of a perfect seal record that they would redouble their efforts and try and come to a point where errors would be reduced to a minimum. To bring this about requires competent and reliable sealers and seal clerks.

Make agents and others, whose duty it is to keep a seal record, comply with the rules, and there will be very much less unlocated robberies. And again the record of seals as kept by agents or yardmasters and their subordinates, is the basis for settlement of all claims for loss and damage or stolen freight, and by their efforts to perfect the seal records we can save the general freight claim agent's office untold worry and trouble in placing responsibility of claims. Closer supervision would enable us to familiarize ourselves with these shortcomings of the employees charged with this duty, and those who become lax or dilatory in their work proper action should be taken.

Gold Coin as Souvenir.

J. J. Stream, of J. C. Shaffer & Co., has received from Julius H. Barnes, head of the grain corporation, one of the gold coins with which Bulgaria liquidated its debt of \$5,000,000 for foodstuffs. The coin is a French Louis d'or and was a part of the Bulgarian gold reserve. Accompanying the coin was the following letter from Mr. Barnes:

Please accept this coin as a reminder which should give you measureable pride whenever you see it, because you were a part of the Grain Corporation's organization; and also accept it as a token of the personal affection and appreciation which I have to every man carrying a part in that load.

Governmental Regulation a Menace.

No progress has been made in the direction of abatement of the regulative restrictions of the Government, and the economic situation cannot function properly as long as there are elements in the country which insist upon price fixing, of wage regulation, of profit percentage, of official interference with production and distribution. The more this is indulged the greater the ultimate hardship to the public, and the unsettlement of values. War necessity compelled such interference, for personal interests had to be subordinated to the one big job of winning the war. The slowness of the relaxation from the regulations of that period is the most exasperating feature of business life. The freedom of trade will restore the country to a normal situation quicker than regulation, which in times of peace is a selfish process and a disturber of every activity of life, more injurious to those whom it seeks to help, than to those whom it seeks to restrain.

Until freedom of trade obtains, competition is without much effect, and no business man can plan intelligently. Preaching thrift and practicing extravagance will not get us anywhere.—Clement, Curtis & Co.

THE LICENSE of the Lawton Grain Company, whose main office is at Lawton, Oklahoma, and which does business at Lawton, Tinney, Holliday, Faxon, Chattanooga, Devol, Snyder, Indianoma, Cache, Fletcher, Cyril, Cement, Richards Spur, Mt. View, Gotebo, Granite, Cordell, Bessie, Bridgeport, Ryan, Waurika, Hastings, Temple, Big Cabin, Chelsea, Manitou, Catalo, Whiteoak, Vanita, Binger and Roosevelt, all in Oklahoma, has been revoked by the Wheat Director for failure to display the Wheat Director's notice to producers as required; failure to furnish information to D. F. Piazzek, Second Vice-President of the United States Grain Corporation, Kansas City, Missouri, as required; and for failure to follow Government grades.

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Did you get one of our free MAPLE STROKERS, with all the grain grades printed on it? No? Ask for one.

Seeds

Evansville, Ind.—Mail addressed to the Evansville Seed Co. has been returned uncalled for.

THE ANNUAL CONVENTION of the Wholesale Grass Seed Dealers Ass'n will be held at Milwaukee June 21.

NATCHEZ, MISS.—Rumble & Wenzel have closed the seed department as a separate part of their business and are confining themselves to only a few items in the seed line.

NASHVILLE, ARK.—W. A. Garrabant, of Kansas City, Mo., has bought the plant of the Ozark Seed Co., which recently went into a receivership. He will reopen it in a short time.

SIOUX FALLS, S. D.—The Northwestern Seed Co. has bot the property of the Sioux Falls Brewing Co. the seed company will use the building already on the site, but is expected to erect a new one in the future.

REQUISITIONS made by the U. S. Grain Corporation amount to five times the hard winter wheat held in the Kansas City zone, according to a statement made by D. F. Piazek, vice-pres. of the local zone. Calls for red wheat are about double the amount held in Kansas City. Mr. Piazek is trying to work out an equitable plan of distribution.

TOLEDO.—Deliveries of timothy seed on December contracts will probably be very large. Many longs have traded over to March, paying the full carrying charge for the privilege. Export demand must come soon or large stocks will remain here thruout another summer. Stocks continue in strong hands, altho some holders are growing tired, and will undoubtedly be willing to realize on a moderate advance.—Southworth & Co.

TOLEDO, O.—Clover seed has been doing the strong man act this week. Nearby deliveries ruling at increased premium. Still quite a short interest in December. Some trading over to March. Receipts have continued small, as was generally expected, owing to the modest crop and general lack of supplies. Most of the moderate sized short interest is hedges against domestic and foreign seed. Deliveries on December contracts cannot be expected as long as the cash premium exists.—Southworth & Co.

BERT BALL, director of plans of the Spring Wheat Improvement Ass'n opened an office in the Security Building in Minneapolis Dec. 1 for the beginning of a campaign for more and better spring wheat production. His plans include co-operation with existing agencies like farmers, grain dealers and ass'ns and societies, with the object of improving the quality of seed and increasing acreage. Mr. Ball was formerly sec'y of the crop improvement com'te of the Council of Grain Exchanges.

CASCADE COUNTY, Mont., will spend over \$30,000 in purchasing seed wheat for farmers who are seeking relief from drought conditions. The Montana Grain Growers Ass'n has contracted to deliver to the commissioners of Cascade county 10 cars of wheat, averaging 70,000 lbs. per car, and a warrant for \$10,000 has been issued in payment for seed wheat already delivered. Cost of the wheat, including storage and delivery, is given at \$3 per bu, and it is being sold to farmers at this price.

TOLEDO, O.—Clover seed still hovers around thirty dollars. December is generally a quiet month. Southern demand usually develops in January. Eastern demand comes later. Will dealers anticipate their wants to any extent at present prices? Farmers are prosperous but may wait till they need the seed. Crop is very short. Many sections which usually have a surplus will have to ship in this season. Stock

here is below normal for this time of year. Europe is not offering much seed at present. She has disposed her old seed and her surplus of new is very small.—C. A. King & Co.

PRICE of clover seed, which made a high for December delivery in July at \$31.25, and since dropped to \$27.15, has made a recovery to the previous top at Toledo. The March future sold at \$31.25 on Oct. 9, making a top exactly the same as the December delivery had done several months earlier. At present the price of clover is holding steady about \$1 under the top. Dec. 9 closing quotations were: March clover, \$30.35; December clover, \$30.55; March timothy seed, \$5.72; December timothy, \$5.52.

TOLEDO, O.—Timothy lost some of its pep this week. Some December longs decided to liquidate. Enough sold to put it to \$5.55. Reacted later but seems to be more on tap on each little advance. No new features developed. Can't think of any new ones at that. It's a case of present plenty against future prospects. Toledo's hundred thousand nest egg with other markets carrying more or less, has proven big enough to shut off any little advance that chances to start. All speculative markets look ahead, so there may be a lot of things ahead that will help the timothy bull. Europe may be put in a financial way to eat up our surplus. They need timothy. No doubt of that, but can they get it?—J. F. Zahm & Co.

MILWAUKEE, WIS.—A way to promote a still larger market here would be to have our Chamber of Commerce and dealers here to establish a contract grade of seed of red clover, alsike, timothy and alfalfa and standardize these gradings not only for the United States but Europe as well, which can easily be done. On account of the new seed laws coming into effect into the various states, the Wisconsin dealers are in a very advantageous position to compete because of the unusually pure seed raised in large quantities in the state of Wisconsin. At one time the majority of the seed raised in the state was bought by dealers outside of the state but now it is safe to say that 90% of the seed raised in the state of Wisconsin is handled by dealers of the state. Of course, there are large quantities of seed handled by the dealers here that are grown in other states as well as imported from Europe, but the specialty of all Milwaukee dealers is our Wisconsin grown seed.—Milwaukee Seed Co.

Dry Treatment of Infected Seed Wheat.

A new method of treating wheat for hant (one variety of smut disease) is given in the Agricultural Gazette of New South Wales by G. P. Darnell-Smith, who finds treatment with dry powdered copper carbonate much superior to the method of wetting infected seed wheat in a solution of bluestone (blue vitriol). The wet treatment, the writer explains, results almost uniformly in weakening the germinating power of the seed. He shows the results of comparative experiments, in which sprouts from seed wheat treated with bluestone solution were fewer in number and lower in vitality than those given the dry treatment with copper carbonate.

The copper carbonate is applied in the form of a dry powder at the rate of 2 oz. to one bushel of seed. He found it advisable to mix the powder thoroly with the seed and this was done best by a machine, as it is necessary for each kernel of seed to come into contact with the powder. Mixing by hand was not found to answer. Entirely apart from the mere chemical action, the writer found that the effect of wetting seed wheat with water alone was to lower its vitality.

HERBERT C. HOOVER reports that \$88,750,000 of the fund appropriated by Congress for relief work in Europe will be returned, in the form of foreign government promises to pay.

James A. Noble to Head Sampling Department.

James A. Noble, assistant chief of the Illinois State Grain Inspection Department, accepted an invitation by the Grain Commission to head the Grain Sampling and Seed Inspection Department of the Chicago Board of Trade, and will assume the duties of his position about Jan. 1.

Mr. Noble was born on a farm near Chicago in 1862, and first became identified



James A. Noble, Chicago, Ill., Chief Board of Trade Sampler.

grain inspection in 1890 in the days when the inspection was done at the car in yards, by going to work as a helper on the Galena Division of the Chicago & North Western Ry. By close study of the work gained promotion to 3d assistant inspector and after being out of the service four years became 2d assistant, and in 1907-8 served years as a member of the appeals com'te.

For three or four years he was employed by the J. Rosenbaum Grain Co. as superintendent of Elevators A and B at South Chicago, after which he became assistant chief.

Chief Walter Schmidt was reluctant to part with him and the Board consented to let him continue another month with the seed department. He is married and resides on Blue Island. A portrait of Mr. Noble is reproduced herewith.

DURAND, WIS.—Red clover yield 80 per cent of normal. Will have surplus, but only about 75 per cent of what we expected. Fully 10 per cent of the crop still out in field and never will see a huller. Practically none left in farmers' hands. About enough timothy and alsike for our own requirements; not to ship. Red clover all good color.—Pfeiffer Elev. Co.

JAPAN HAS PURCHASED 1,512,000 bus. of second-class Australian wheat from the Commissioner of Victoria. The price paid was approximately \$1.36 for the bulk of it and \$1.48 for 112,000 bus.

Seed Movement in November.

Receipts and shipments of grass seed to and from the principal markets during November compared with November, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
	FLAXSEED.			
Duluth	80,708	1,385,479	155,073	1,200,000
Milwaukee	33,000	36,000	1,320	...
	CLOVER.			
Minneapolis, bags	306	...	658	...
Milwaukee, lbs.	833,220	345,833	501,425	856,000
Toledo, bags	6,408	6,476	2,388	2,000
	TIMOTHY.			
Toledo, bags	10,181	11,297	1,060	1,000
	ALSIKE.			
Toledo, bags	1,348	1,041	587	...

Grain Carriers

THE STEAMER OAKLAND, loaded with grain, sank in the harbor at Kingston, Ont., a short time ago after an exciting run to port. She is being raised by the Donnelly Wrecking Co.

SEATTLE, WASH., is building a new terminal said to be the largest pier in the world. It will be known as the Smith Cove Pier B, and will be 2,500 feet long and 365 feet wide. It will cost \$2,500,000 and will be ready by May 1, 1920.

A BILL AUTHORIZING the creation of an equipment trust to reimburse the government to the amount of \$400,000,000 for money expended for locomotives and cars during the period of federal control has passed the House of Representatives.

SIoux CITY, IA.—This city will enjoy decided advantages on shipments to the north and south, according to J. P. Hayes, traffic commissioner, by virtue of a decision by the Interstate Commerce Commission favoring proportional rates on grain shipments to Duluth and St. Louis.

THE STEAMER TIoga, recently wrecked on Eagle Reef, off Keweenaw Point, Lake Superior, had on board 105,000 bus. of grain loaded in four lots at different elevators. The cargo was badly damaged. The fact is given as an illustration of the difficulties shippers are working under in order to make up a cargo. The boat was en route Duluth to Buffalo.

A HEARING BY THE Interstate Commerce Commission was held in Des Moines, Monday, Dec. 8, on the application of the Greater Des Moines Com'ite for a readjustment of rates on grain and grain products in and out of Des Moines. The Chicago Board of Trade was represented. It is said that the application, if granted, will cause an upheaval in the grain trade.

A CONSIDERABLE INCREASE in freight rates from the Argentine to the United States is a result of the shortage of labor and tonnage. The following rates in tons prevail: To U. S.—Heavy grain, ton, \$30; linseed, \$32; to United Kingdom—heavy grain, \$10 5s, linseed, \$10 10s; to Spain—heavy grain, 225 pesetas, linseed, 240 pesetas; to France—heavy grain, \$10 5s, linseed, \$10 10s; to Italy—heavy grain, \$11, linseed, \$11 10s; to Denmark, Norway and Sweden—heavy grain, 160 crowns, linseed 170 crowns.

IMPROVEMENT of the St. Lawrence River on a large scale and the development of an enormous international waterpower by agreement between the U. S. and Canada are proposed in plans by the international waterways commission. Suggestions have been made for a series of dams and canals to create a 30-ft. channel in the St. Lawrence River to conform to the depth of the new locks in the Welland Canal, giving a 30-ft. depth from Ft. William, Duluth and Chicago to tidewater. It is estimated that 4,000,000 electrical horsepower can be developed.

THE GOVERNMENT is turning out a large number of cars daily in an attempt to facilitate grain movement, but, according to certain railroad officials, the cars are in poor condition. Those that are being built cost approximately \$2,919 each, whereas they could have been built a few years ago for \$800. Only the best quality of material is used but the workmanship is so faulty that some of the new cars need repairing before they can be used. Western shippers find that before the cars can be used they must be repaired and in many cases it is impossible for the elvtr. man to repair them. This will compel a great many to hold their grain over.

LINCOLN, NEB.—The Atlanta Equity Grain Co., of Atlanta, has made complaint against the C., B. & Q. R. Co. to the State Railway Commission that it had not had a car for shipment since late in October. The elevator was full and farmers had thousands of bushels of wheat they wanted to ship. The complainant states that other elevators have been able to obtain cars.

MANUFACTURERS and shippers are said to be looking forward eagerly to the beginning of the work on the Illinois & Michigan waterway to be made out of the Illinois River and the canal. Ever since a bond issue of \$20,000,000 was authorized several years ago the work has been held up by objections of war department engineers. Now these objections have been withdrawn, so that a permit by the secretary of war allowing the work to proceed may be issued in time for it to start in the spring. It is reported that several companies are ready to construct barges as soon as the proposed deep waterway is assured. By deepening the Illinois & Michigan Canal and the Illinois River, a waterway will be established which will afford deep-water navigation from Lake Michigan to New Orleans; not at first for deep-water vessels, but for barges with large carrying capacity.

CARLOAD FREIGHT covered by thru export Bs/L issued in connection with the United States Shipping Board or its agents will be held in warehouse, or, at option of carriers, in cars (free of charge) at the port of exit for a period of not exceeding 15 days, exclusive of date of arrival. In the event of the omission of failure of the United States Shipping Board or its agents to clear carload freight on any vessel for which booked, all demurrage or storage charges accruing after the period of free time of 15 days shall be paid by the United States Shipping Board. If the rail carriers fail to transport shipments regularly booked to the port in time to clear on steamer for which specifically booked, demurrage or storage charges will not apply until announced date of the steamer on which it is again booked, after which the liability of the United States Shipping Board will be the same as in connection with the original transaction. Order of U. S. R. R. Administration effective Dec. 5.

JULIUS H. BARNES, wheat director, has confirmed the report that he, in company with others, has bought control of the Pejepscott Paper Co. The property includes four paper mills in Maine and Nova Scotia, timber in Maine and Canada and a fleet of tugs and barges. The price is reported to be over \$750,000. His duties as wheat director will end in June, 1920.

Books Received

"HAS THE NORTH POLE BEEN DISCOVERED?" A book under the title given is the authorship of Thomas F. Hall, of Omaha, a manufacturer of grain distributing machinery. Capt. Hall is an old sea captain. Evidently he is deeply interested in the controversy between Com. Peary and Dr. Cook over the discovery of the North Pole, and the captain opens the question again by the publication of this book, in which he takes issue squarely with Com. Peary. He does not hesitate to discredit Peary's claims, which he considers entirely fraudulent. The greater part of the book is given to an examination of these claims. The writer condemns them as untrustworthy, both from internal and external evidence. Coming to the question of the actual discovery of the pole, Capt. Hall leaves the reader rather in suspense as to his conclusions, though by implication he appears to stand behind the claims of Dr. Cook, saying the doctor's story is believable. Though the writer enters no claim for literary merit, the book is written in graphic and lively style. It makes interesting reading, whether or not the reader holds for one claimant or the other. 540 pages. Illustrated. Price \$2.50. Richard G. Badger, Boston, publisher.

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Grain Dealers Journal

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Supreme Court Decisions

Burden of Proof of Damage.—Shipper suing carrier for damage to cattle in transit is required merely to establish by a preponderance of the evidence an injury to the cattle and amount thereof, and is not required to prove that damage was caused by negligent delay in transportation.—*Mo. P. Ry. Co. v. Martindale*. Supreme Court of Arkansas. 213 S.W. 777.

Buying in on Breach of Contract.—Where a seller who has agreed to deliver goods within a certain time notifies the buyer that he will not perform his contract, the latter may treat such action as an anticipatory breach and bring an action for damages without waiting for the expiration of the period originally allowed for delivery.—*Cardwell v. Uhl*. Supreme Court of Kansas. 182 Pac. 415.

Shipper May Bring Suit against Carrier, tho B/L was Open.—Where goods are shipped on open B/L, so that title passes, but the price of the goods to the consignee is docked the amount of any loss or damage, the adjustment amounts to an equitable assignment to the consignor of the consignee's right to recover of the carrier.—*Produce Trading Co. v. Norfolk Southern R. Co.* Supreme Court of North Carolina. 100 S. E. 316.

Carrier's Liability for Delay.—Public Service Commission Act, § 40, changed the rule as to the burden of proof in actions against carriers for damages from delay in transporting a shipment by providing that on proof by the shipper of the delay, and that damage or loss was caused thereby, the burden should shift to the carrier to show the delay was not due to its negligence.—*Cunningham v. Chicago & A. R. Co.* Supreme Court of Missouri. 215 S. W. 5.

Carrier Liable for Delay in Arrival Notice.—Where a car of bananas was received for shipment by defendant railway for delivery and the B/L recites in effect that defendant made shipment contract for itself and its connecting carrier and the latter acted thereon, under *Vernon's Sayles' Ann. Civ. St. 1914, arts. 731, 732*, the defendant initial carrier is liable for connecting carrier's negligent failure to promptly notify consignee of car's arrival notwithstanding a contrary stipulation in B/L.—*Galveston, H. & S. A. Ry. Co. v. Zemurray*. Court of Civil Appeals of Texas. 215 S. W. 157.

Carrier Liable tho B/L Not Signed.—Shippers of a carload of cotton, who delivered to the railroad in a car placed on a side track at a point where the road maintained a regular freight agent, held entitled to recover for loss of the cotton by fire, despite the provision of the bill of lading that property destined to or delivered from a station where there is no regular agent, when received from or delivered on private or other sidings, should be at owner's risk until the cars were attached to, and after they were detached from, trains.—*Y. & M. V. R. R. Co. v. Nichols & Co.* Supreme Court of Mississippi. 83 South. 5.

Duty to Furnish Suitable Car.—The general rule is that it is the duty of every common carrier to receive for carriage and to carry goods of any person tendered to it for transportation, provided the goods are such as it holds itself out as willing to carry; and it is ordinarily the duty of the common carrier to furnish vehicles suitable in every respect for the safe transportation of the various kinds of property which are usually carried by it, and any failure to observe its duty in this regard will render it liable for loss or injury caused thereby.—*S. L. & S. F. Ry. Co. vs. State*. Supreme Court of Oklahoma. 184 Pac. 442.

Recovery of Undercharge.—Where a shipment was made by rail from California to Ohio, and the carrier on delivery to the consignee accepted from him a charge smaller than that specified for such goods under its filed tariffs, and therefore illegal under Act to Regulate Commerce, § 6 (Comp. St. § 8569), the railroad can recover from the consignee the amount still due it, though by agreement with the consignor the consignee did not become owner of the goods until delivery; no estoppel against the railroad in favor of the consignee being available to avoid the requirements of the act as to equal rates.—*P., C. & St. L. Ry. Co. v. Fink*. Supreme Court of the United States. 40 Sup. Ct. Rep. 27.

Measure of Damages for Breach of Warranty.—The measure of damages for breach of warranty in sale is the difference between the property's actual value at the time and place of sale and delivery, and what it would then and there have been worth had it been as warranted; and this though it was bought on a B/L, it by buyer's directions and according to the invoice he received being shipped for delivery at a certain place, and there being no evidence that seller had notice or intimation that it was to be diverted to any other market.—*Connor & Groger v. Forest Mills*. Supreme Court of Washington. 184 Pac. 319.

Carrier Liable after Car has been Sealed.—Where it was a custom for a common carrier to furnish cars to a shipper at a certain point where cotton was loaded for shipment, after which same was inspected by an employee of the Western Weighing and Inspection Bureau, whose duty it was to make out and deliver to the carrier a certificate of inspection, and the cars were sealed by said inspector, and where after the cotton was inspected the shipper had nothing further to do in order to start the cotton in transit, held, that when cars were delivered by the carrier and loaded by the shipper and inspected and sealed by the inspector the liability of the shipper as a common carrier attached, and where the cotton was thereafter destroyed by fire the carrier is liable for the value thereof.—*St. L. & S. F. R. Co. v. Blocker*. Supreme Court of Oklahoma. 184 Pac. 584.

Connecting Carriers.—A shipper's order B/L which provided that the rights of shipper and all carriers transporting the grain were to be fixed thereby as to the entire transportation between points necessitating the use of two connecting lines, is a "thru B/L" within the terms of *Vernon's Sayles' Ann. Civ. St. 1914, arts. 731, 732*, making carriers jointly liable notwithstanding it stipulates otherwise. Under *Vernon's Sayles' Ann. Civ. St. 1914, art. 1830, subd. 25*, providing that, where freight has been damaged in transit over two or more railroads, the damage shall be apportioned among them, does not require the apportionment of damage, where defendants have not filed pleadings asking apportionment.—*Ft. W. & D. C. Ry. Co. v. Kemp*. Court of Civil Appeals of Texas. 207 S. W. 605.

Consignee's Liability for Unreasonable Delay in Discharge of Vessel.—The consignee of a grain cargo, required to unload the vessel, is bound to exercise due diligence under the circumstances and the custom of the port to discharge the vessel as speedily as possible and is liable for her unreasonable detention. In a suit against a consignee to recover for delay in discharging, the burden is on libellant to establish negligent detention beyond the time when, under the custom of the port the vessel would ordinarily be unloaded, but respondent may show special circumstances excusing the delay. Consignee of an export cargo of wheat held liable for detention of the vessel for discharging, where her turn, under the custom of the port, came seven days before she was actually discharged, and the delay was because consignee made no effort to obtain cars for reshipment and in consequence the elevators would not receive the wheat.—*Ottawa Transit Co. v. 261,000 Bus. of Wheat; Norris Grain Co., claimant*. U. S. District Court, New York. 260 Fed. 493.

Passage of Title on Grain Exchange.—Where a sale is for cash, payment and delivery are concurrent and mutually dependent acts, and if the vendor makes delivery in expectation of immediate payment, such delivery is conditional only and he may reclaim his goods if payment be not made. Sales made on the Minneapolis Chamber of Commerce are governed by the rules and customs of the Chamber. Under these rules grain on track sold in carload lots is to be weighed by the state weigher at the time it is unloaded and is to be paid for before two o'clock of the day on which such weights are given out. Plaintiff sold a carload of grain on the floor of the Chamber to R. J. Johnstone, who immediately resold it to a third party, who again resold it. It was switched to an elevator, where it was unloaded, weighed and mixed with other grain. Johnstone failed to pay at the prescribed time and on the same day plaintiff notified Johnstone's vendee, who then had the proceeds of the grain, that the grain, not having been paid for, belonged to him. Held, that the finding of the trial court that the sale was for cash, that delivery of the grain was conditional on payment, that the condition had not been waived, and that plaintiff remained owner of

the grain and entitled to its proceeds is sustained by the evidence.—*Dalrymple v. Randall, Gee & Mitchell Co.* Supreme Court of Minnesota. 174 N. W. 520.

Labor and Its Responsibilities.

Chas. Piez., pres. of the Link-Belt Co., fore the recent American Mining Congress delivered an address in which he enunciated principles that will have the hearty endorsement of all good Americans. He said, in part:

If wages increase and production falls, and most universal industrial occurrence at the time, prices must go up, not only to meet increased wage, but also in proportion to decreased output. Wage earners are apt to forget that they are themselves the largest consumers of manufactured commodities and that they must, therefore, pay by far the largest share of any increase in the cost of production. If any group or class, like the bituminous coal miners, for instance, attempts, under some wrong economic theory, to improve the opportunity for labor by reducing output and at the same time insists on an increase in wages, the burden falls most heavily on other groups of wage-earners, who must retaliate in some equivalent form to restore the economic balance.

Wage Not Paid Out of Capital.—Among many economic delusions of the day is the one that capital pays wages and that high wages can be paid out of profits and surplus, or out of capital itself without increasing output and advancing prices. Not only workmen, but many of our legislators, forget that capital, as applied to the industries, represents investment in property, in machinery and equipment, and in material in process of manufacture, and that the cash to meet wages, the cost of materials, and power, and all the other expenses involved in manufacture must be secured out of the selling price of the product, out of the money derived from the user or consumer.

The final step to meet the present situation is to insure that large unincorporated associations of either employers or employees be brought within the reach of civil process in every jurisdiction. These organizations, with their vast membership and their great defense funds, are in position to do infinite harm to the public without accepting any responsibility for the actions of either their individual members or their leaders. For the past 25 years labor organizations, particularly, have been exempted from every piece of legislation that has been enacted to safeguard the public against the aggression and extortion of combinations.

When ass'ns grow as powerful as these labor organizations have grown in the past few years the only protection against irresponsible activities in bringing them within the law. It has been suggested that this can be brought about by enacting a law which will provide that a voluntary ass'n of seven or more members may sue or be sued in the name of the ass'n. There seems to be no good reason why such an ass'n should not exist in every jurisdiction.

It simply affords the persons injured by such forbidden acts an opportunity to stay the injury by an injunction, or to recover damages in some court of justice. It will, if enacted, assist in building up, among the members of the unions that sense of responsibility which is essential to the proper conduct of union affairs.

If industrial strife is ever to be brought down to sane limits it must be done by enforcing responsibility. No single class must be permitted to run wild beyond the reach of the law. If there must be collective action then let us frame our laws that there will be collective responsibility.

THE HAVANA MARINE TERMINALS has been incorporated at Montreal, Canada, with a capital stock of \$30,000,000 to carry on a millinery business, construct elevators and operate steamship lines.

OUR CORN market reflects the unsettled condition of the country by its erratic and unexpected fluctuations. There is no balance wheels, as stocks are very low, the movement from the country is increasing as fast as cars can be secured, as the farmer seems willing to sell his surplus and our receipts are now averaging about 200 cars per day, which is unusual for new corn at this time of year. The December is very firm and shows signs of congestion. Cash prices are gradually declining to a December basis, shippers and moderate buyers and the removal of the Corn Products from the market makes it look as if it may be possible to deliver corn in storage during December, which of course would be bearish. We doubt, however, if there can be any large and free movement of corn before January.—W. H. Perrine & Co.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & E. I. 8,625-A gives joint rates on grain and grain products from C. & E. I. stations to points in Ala., Ark., Fla., La., Miss., and Tenn., effective Dec. 30.

Great Northern in Sup. 6 to I. C. C. A4821-33E gives rates on grain and grain products from and between points in Wash., Ida., Ore., and B. C., effective Dec. 15.

B. R. & P. in Sup. 5 to I. C. C. 6815-A4051 gives rates on grain and grain products from B. R. & P. Ry stations to eastern and New England points, effective Dec. 15.

T. A. Leland in I. C. C. Sup. 1 to 1305-39P gives rates on grain and grain products from and between Oklahoma and Tex. points and La. and Okla. points, effective Dec. 15.

E. B. Boyd in Sup. 7 to I. C. C. A921-71C gives rates on grain and grain products from Wis. points to Can., Ind., Ky., Mich., N. Y., O., Pa., W. Va., and Wis. points, effective Dec. 20.

B. & O. in sup. 12 to I. C. C. 10,407 gives rates on grain and grain products from points on B. & O. to Brunswick, Charleston, Georgetown, Jacksonville and Wilmington, effective Dec. 24.

Erie in Sup. 6 to I. C. C. A5829-169E gives rates on grain and grain products, from Erie stations and connections to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., and Wis., effective Dec. 14.

A. T. & S. F. 7481-F gives joint freight rates on grain products and seeds from stations in Colo., Kan., Mo., and Okla.; also Superior, Neb., to points in Ala., Ark., Kan., La., Mo., Miss., Okla., Tenn. and Tex., effective Dec. 30.

C. B. & Q. in Sup. 27 to C. B. & Q. G. F. O. 1346-E gives local, joint and proportional rates on grain and grain products, carloads, between Chicago, Peoria, Quincy, East St. Louis, Ill., and stations on C. B. & Q. in Ills., etc., effective Dec. 15.

C. R. I. & P. 31408 gives local, joint and proportional rates on grain, grain products and seeds from points in Kan., Neb., N. M., and Okla.; also Council Bluffs, Ia., to Memphis, New Orleans and points in Ala., La., and Miss., effective Dec. 30.

I. T. S. in Sup. 3 to 450-A gives joint and proportional rates on grain and grain products from stations on I. T. S. to Cairo, Ill., Cincinnati, O., Evansville, Lawrenceville, Lawrenceburg, N. Vernon, Seymour, Terre Haute, Vincennes, Ind., and Louisville, Ky., effective Dec. 30.

I. T. S. in Sup. to Sup 3, I. C. C. 310, Sup. 3 to I. C. C. 319, Sup. 1 to I. C. C. 331, Sup. 1 to I. C. C. 333, Sup. 1 to I. C. C. 336, Sup. 1 to I. C. C. 341, Sup. 1 to I. C. C. 342, Sup. 1 to I. C. C. 343, Sup. 1 to I. C. C. 350, and Sup. 1 to I. C. C. 351 gives rates on grain and grain products from I. T. S. stations to stations on carriers named in original tariffs, effective Dec. 4.

C. & E. I. sup. 14 to 622-E gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, seeds (Hungarian and millet), and redtop seed chaff from C. & E. I. stations; also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. R. R.), and Moline Transfer, Ill. (via C. M. & G. R. R.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., and Wis., effective Dec. 1.

C. & E. I. sp. sup. gives minimum weights on enumerated grain and grain products, effective Dec. 5. The minimum weights and rules and regulations applicable thereto, established by the supplement, will apply from December 8, 1919, until close of business on March 31, 1920, unless sooner cancelled, in lieu of the minimum weights, rules and regulations applicable thereto in the tariffs or effective supplements to the tariffs to which this is a supplement, and on April 1, 1920, the minimum weights, rules and regulations applicable thereto, effective on November 19, 1919, named in the tariffs or effective supplements to the tariffs to which this is a supplement, will, unless otherwise ordered by the Commission, again become effective.

Proposed Grain Rates.

In a brief filed recently with the Interstate Commerce Commission by the Chicago Board of Trade and the Milwaukee Chamber of Commerce thru George A. Schroeder and J. S. Brown relating to rates on grain and grain products from northwestern points the following recommendations are made:

The most important modifications suggested by the Milwaukee Chamber of Commerce and the Chicago Board of Trade in the proposed plan of the railroad administration are:

First, that the proportional rate from Minneapolis to Duluth remain as it is at present—6.5c per 100 lbs.; that this rate be used in constructing the rates on grain from country stations to Duluth via Minneapolis.

Second, that no change be made at this time in the lake-and-rail rates from Lake Michigan ports to Buffalo, N. Y., and points east thereof.

Third, that the rates from the territory immediately south of the proposed 9.5c group be graded on arbitraries suggested in our exhibit No. 8, Milwaukee over Minneapolis, instead of making the rates from this territory to Milwaukee the same percentages of the Duluth rates as existed on June 24, 1918.

Fourth, that the rates from eastern Minnesota points to Milwaukee and Chicago be made not higher than the combination of the local rate to Minneapolis from the nearest Minnesota point plus the reshipping rate from Minneapolis; the rate thus made from the point nearest Minneapolis to be applied as maximum from all intermediate Minnesota points.

Fifth, that in no instance should the rates on grain products from Minneapolis to the east via all-rail routes be lower than the rates contemporaneously carried on grain.

Sixth, that the rates from southern South Dakota points to Milwaukee and Chicago should not exceed the combination of the

rates on Sioux City from the same points of origin.

The brief was prepared and submitted by Herbert J. Campbell, attorney, of Chicago.

SINCE the demand for malt in this country has ceased, the malt product of Watertown, Wis., is finding a market across the Atlantic. According to the manager of the American Malting Co., its product is being shipped to Portugal, Spain, Brazil and Italy. It is placed in double paper sacks, which in turn are inclosed in gunny sacks, the net weight of the package being 110 lbs. The capacity of the plant is 2,000 bus. a day.

AMERICAN RICE GROWERS in the Yaqui Valley of Mexico are confronted with the problem of knowing what to do with their surplus product. According to consular reports this year's crop will amount to 45,000 sacks of 100 lb. each, compared with 15,000 sacks in 1918. The 1918 crop was sufficient for the needs of the west coast of Mexico. Export of rice to the United States is prohibited. Communication with the interior of Mexico is difficult and the rice growers are at a loss to market their crop.

MALT SUGAR sirup is a brand-new sweet which has arrived on a commercial scale at the psychological moment to relieve the sugar shortage, say the specialists of the Bureau of Chemistry, United States Department of Agriculture, who have investigated various substitutes for sugar. In addition to being a sweet, malt sugar sirup has a delicious flavor, somewhat resembling that of honey, which adds much to its palatability and value as a sugar substitute. Breweries, with very little change, can be used and are now being used for its manufacture. Up to a certain point the process for making malt sugar sirup is the same as the process for making beer. Evaporating pans is the principal additional equipment required by breweries to become malt sugar sirup factories.

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CHICAGO, ILL.

Patents Granted

1,323,877. Grain Separator. John Hays Lee and John Glavis Dieckman, Rome, Ind. This separator comprises a conveyor belt, transverse rods secured at their ends to the edge portions of the belt for stretching the belt transversally, this rod being spaced from the belt and the belt being unobstructed beneath the rods, and means for vibrating the belt between the ends of the rods.

1,323,691. Grain and Seed Cleaner. Charles N. Hatfield, Fountain City, Ind. This is a grain and seed cleaner consisting of a fan having at one end an entrance passage and at the other a discharge passage, a vibratory screen delivering into this entrance passage, an air deflector board in the entrance passage, and a fan in the casing arranged to discharge a chaff lifting blast of air against the deflector board and a grain discharging blast of air thru the discharge passage.

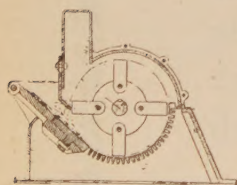
1,323,784. Seed Grading and Cleaning Machine. Mary M. Newkirk, Indianapolis, Ind. This machine for cleaning and grading seeds includes a grain grading screen, an oblong vertically extending shaker bar, a pivot for this bar between its ends, means for removably and pivotally attaching the screen to the lower portion of this bar, means for swinging this bar on its pivot for imparting longitudinal movement to the screen, and an offset portion on the bar, extending below the edge of the screen, for delivering a blow to the lower edge of the screen, when the bar is rocked on its pivot.

1,322,546. Hopper Dust Arrester.—Wm. M. Davidson, St. Louis, Mo. A machine comprising rotary hammers is combined with a casing having a side hopper inlet and cover, and a rectangular open box open below, consisting of vertical side and end walls and a top, the lower end of the front wall being substantially tangent to the hammer circle near the central horizontal plane, and the back wall being connected at an angle with the cover—the horizontal width between said front and back walls being not less than one half the hammer radius, nor more than two-thirds of the said radius, and the vertical height being substantially equal to said radius.

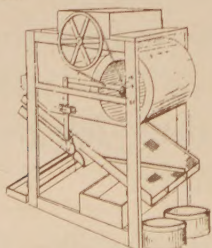
1,323,906. Rice-Hulling Machine. William O. Peavey, Ebro, Minn. This machine contains a supporting housing, a plurality of casings mounted in these housings and disposed in vertical



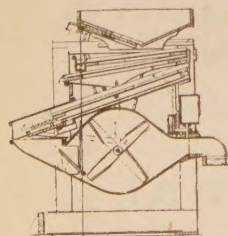
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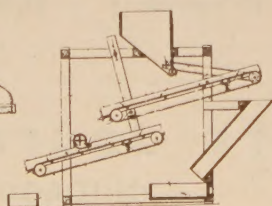
1,323,691.



1,323,784.



1,322,546.



1,323,906.

series, these casings are spaced apart and each is provided with an upper grain receiving opening and a lower grain discharge opening whereby grain may pass by gravity thru the successive casings of the series, air escape flues communicating with the spaces between the casings, rotors operative in the casings and adapted to hull and clean the grain passed thru, and means for causing blasts of air to flow between the casings and the air escape flues so as to separate the lighter particles of material from the grain flowing thru the series of casings.

Market Activities of U. S. Dept. of Agriculture.

D. F. Houston, sec'y of agriculture, in his annual report, just issued, says: I need scarcely emphasize the paramount importance of making available daily to producers facts as to market prices, supplies and demands. The market news services of the Department of Agriculture have already clearly proved their value. The department now conducts and operates an inspection service on fruits and vegetables covering 164 markets. It publishes reports on the supply, commercial movement, and prices of most of the important products and, in co-operation with 14 States, is issuing exchange marketing lists which make known to county agents, breeders and feeders in these states, where surpluses of live stock, feeds, and seeds are to be found.

Particularly must the Federal and State agencies omit nothing to promote farmers' co-operative ass'ns along right lines. Already, within a generation, many such bodies have appeared and rapidly expanded. It is estimated that they now market annually approximately \$1,500,000,000 worth of commodities. They are of very diverse forms and sizes. For the most part, where they have been successful they have centered their activities on some one product, or on related products, in a given area. The indications are that, with the continued success of these enterprises and with the proper educational effort and direction, they will develop even more rapidly in the future.

Thru bulletins, news articles and lectures, the Department of Agriculture has endeavored to stimulate these efforts. It has furnished suggestions for State legislation governing their organization and, in co-operation with 23 States, it has employed trained specialists to advise extension workers, including county agents, and others, with reference to co-operative marketing.

As I have said, the rational program would seem to be to expand these activities, which have clearly demonstrated their value, to follow the scent as it were, and further to develop the machinery thru which increased assistance may be furnished. There should be in every State one or more trained market specialists of the Department of Agriculture, working in co-operation with the proper State authority, to stimulate co-operative enterprises and to aid farmers in their marketing work by helpful suggestions as to plans and methods. These experts could very effectively aid the extension workers.

County agents generally have the assistance of specialists in many other lines, but at present they have not the requisite aid in distribution. They can not be expected to be expert in all agricultural matters or to be omniscient. The department is requesting increased funds to make this extension possible and will take the necessary action promptly if the appropriations are made.

THE GERMAN CHAMBER OF COMMERCE of Buenos Aires has made an appeal to the Argentine Congress for favorable consideration of a loan of \$100,000,000 to Germany for the purchase of cereals in Argentina. The application puts emphasis on the statement that before the war Germany occupied second place in Argentina's commercial balance.

Insurance Notes.

A. E. BETTS, of Forest, Ind., does not allow the railroads to endanger needlessly his property. He recently had some oil tank cars removed from next his elevator by promptly referring the condition to the proper authorities. An ounce of prevention is worth a barrel of calcium chloride.—Our Paper.

OTHER MUTUAL INSURANCE companies are taking up the idea of rehabilitation work carried on by the Integrity Mutual Insurance Co. in its hospital in the Consumers Building at Chicago. At a recent conference in Chicago representatives of the Mutual explained the system and its benefits. The other companies are investigating, with the idea of adopting the same plan.

Elevators for South Africa.

Construction of modern elevators and terminals is a question up before the South African Union Government. It appears that under the present system, all grain is transported in bags. During the year past, the South African Railroads handled 950,000 bags of grain, involving costly loading and unloading charges, while the lack of proper storage facilities resulted in great damage.

A system of elevators has been recommended by the government, including a terminal elevator at the port of Durban with a capacity of 300,000 bags, another at East London, 200,000 bags and another at Cape Town with the same capacity. Provision is also made for the construction of 62 inland elevators, the size varying according to requirements. Estimated cost of the port elevator is \$2,450,000 and of the inland elevators \$2,730,000.

The government has appointed William J. Phillip, of the firm of Spencer & Co., Ltd., Melksham, Wiltshire, England, manufacturer of grain handling machinery, as consulting engineer for the proposed system.

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show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

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THIS 65 H. P. Link-Belt Silent Chain Drive, installed in 1906 in the plant of the Archer Daniels Co., for operating Heaters, has seen constant daily service 24 hours per day—and without the expenditure of one cent for repairs.

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